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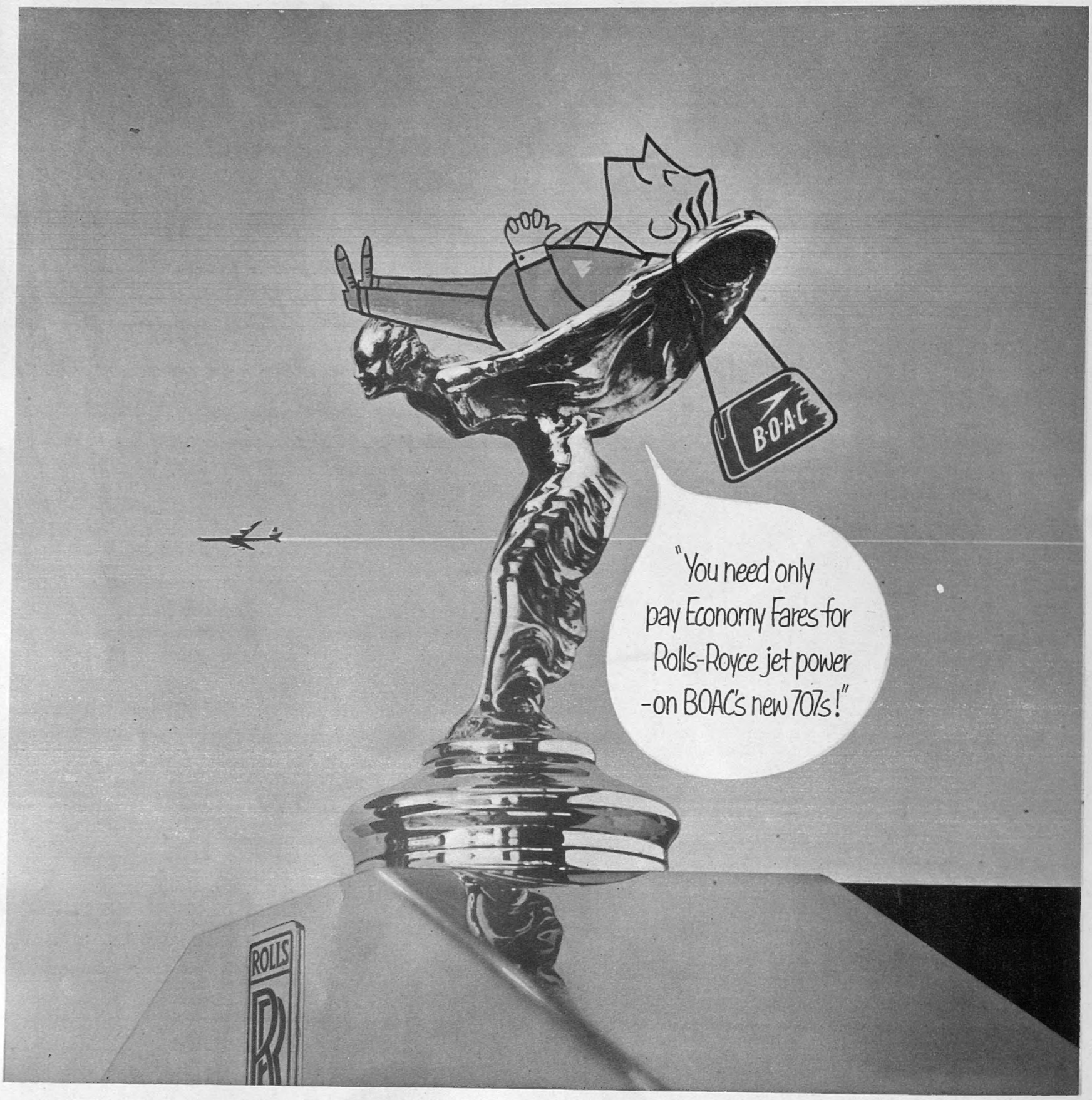

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Volume CCXLI No. 3134

THE SPHERE

London, June 25, 1960

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HOME FROM THEIR HONEYMOON

Princess Margaret and her husband come ashore from the Royal yacht *Britannia* at the end of their forty-three-day honeymoon. They had arrived at Portsmouth after cruising in the Caribbean and the West Indies, where they had called at several islands. At the express wish of the Princess their return to England was informal. Princess Margaret and Mr. Armstrong-Jones were welcomed on the *Britannia* by the Commander-in-Chief, Portsmouth, Admiral Sir Manley Power, and the Lord Mayor of Portsmouth, Councillor Gerald Horton, before driving direct to the railway station to join the train for London. In both Portsmouth and London thousands of people gathered in brilliant sunshine to cheer the couple on the last stages of their journey to Clarence House. Later in the day, the Princess and Mr. Armstrong-Jones drove to join the Queen Mother at Windsor, and in the evening they dined with the Queen and the Duke of Edinburgh. Until their house is ready at Kensington Palace the Princess and her husband are to live at Clarence House.

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A RECORD PRICE IS PAID FOR LOUIS XV SILVER AT A LONDON SALE

£207,000, a record sum, was paid for a Louis XV silver dinner service at Sotheby's in London last week. The service, which was sent for sale by the Trustees of the eighth Earl of Berkeley, had never before been shown outside Berkeley Castle. Each of the 168 pieces, all of which were made by Jacques Roettiers in 1735-38, is engraved with the Berkeley arms. The highest bid came from the London firm of Frank Partridge and Sons, who are understood to have bought it for stock. A few months ago the Trustees received an offer of £50,000 for the dinner service, and at Sotheby's the bidding opened at that price

MUSSOLINI'S YOUNGEST DAUGHTER MARRIES

Anna Maria, the thirty-year-old youngest daughter of Benito Mussolini, was married last week at Classe, near Ravenna, Italy, to Signor Giuseppi Negri, a twenty-four-year-old television master of ceremonies. The bride's sister, Signora Edda Ciano, and Mussolini's widow, Donna Rachele, were among those present at the wedding. Mussolini was captured and shot with his mistress in April 1945 by Italian partisans near Lake Como

RUSSIAN MONKS IN ENGLAND

Far right: Smelling the roses at the London Priory of St. Paul are Archimandrite Nikodim, head of the Foreign Affairs Department of the Russian Church; Archimandrite Philaret, Rector of the Theological Seminary of Kiev; and Father Bartholomew of Zagorsk. The three monks were paying a ten-day visit to Britain, reciprocating a visit to Russia which was made by members of Anglican Orders

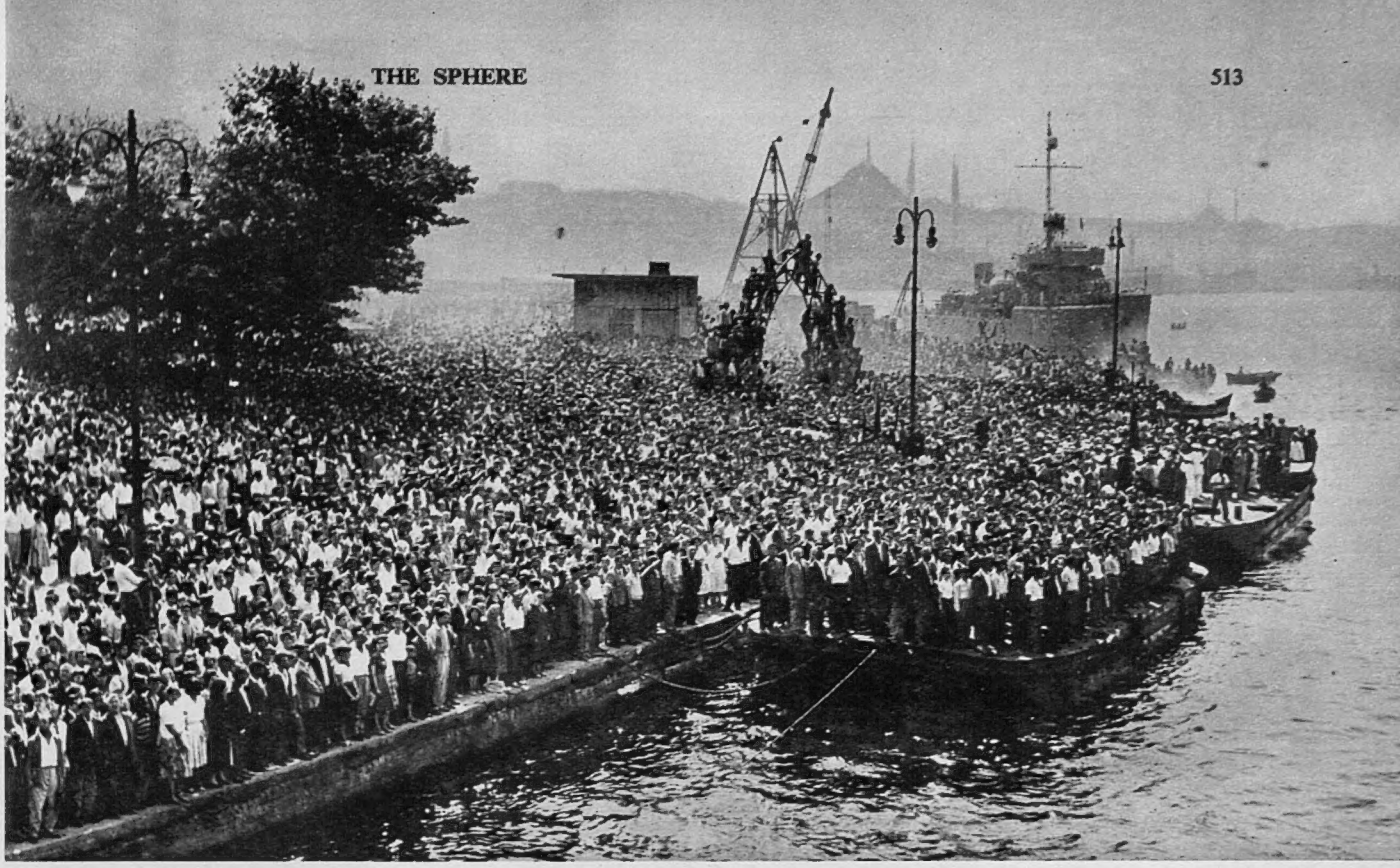
Below right: Lord Morrison of Lambeth, the new chairman of the British Board of Film Censors, talks to Lord Rank, chairman of the Rank Organisation. The occasion was a party given in London by Lord Morrison in which he met leaders of the film industry. He said that his approach to any problems of censorship would be that of "a nice kindly uncle"

THE FILM CENSOR GIVES A PARTY

Far right: Mr. Alfred Robens was appointed last week to succeed Sir James Bowman as the Chairman of the National Coal Board early next year. He will join the Board as a deputy chairman in October. The appointment was greeted with surprise since Mr. Robens has been the official Labour Party spokesman on industrial affairs in the Commons. He was Minister of Labour in 1951. In a Press conference Mr. Robens said that under his chairmanship there would be no interference with the present system of national wage negotiations

MR. ROBENS' NEW POST

THE NEWS IN PICTURES



HUGE CROWDS ATTEND THE STATE FUNERAL IN ISTANBUL OF TWO TURKISH STUDENTS

On the Saint Sophia quayside vast crowds congregate to watch the funeral ceremonies of two students killed in the demonstrations against the former Menderes Government. The occasion was described as the most impressive in Turkey since the funeral of Ataturk. After being taken through the streets of Istanbul, the coffins were transported by destroyer and train to Ankara, where it was officially estimated 500,000 saw their arrival. The students were buried near the mausoleum of Ataturk. General Gursel, the Turkish Head of State, and the veteran statesman, Mr. Inonu were represented at the final ceremonies by their sons

SIKHS DEMONSTRATE IN DELHI

There was a serious clash in the Indian capital between police and Sikhs when the latter defied a Government ban and demonstrated outside the Gurdwara (the Sikh temple). The demonstrators, many of whom had come from outside Delhi, were demanding a separate Punjabi-speaking State. Many people were injured including eighty policemen and it was announced that nearly 800 arrests were made

PRESIDENTS NASSER AND TITO AT PULA

Far right: President Nasser and President Tito spent last week having what were described as "most important" talks in Yugoslavia. The U.A.R. President, having sailed up the Adriatic, was met by his host at Pula. After driving through the town they proceeded to Tito's summer residence on nearby Brioni island. It was understood that policies for relaxing international tensions were to be the main topic of their conversations

MR. BEN-GURION VISITS DE GAULLE

During his official visit to France, the Israeli Prime Minister had a long conversation with President de Gaulle at the Elysée Palace in Paris. No confirmation could be obtained of reports that they reached agreement for Israel to buy forty Mirage III jet interceptor fighters from France. French sources pointed out that existing arms contracts between the two countries were still being carried out. Mr. Ben-Gurion was due to leave France last Monday to visit Belgium and the Netherlands before returning to Israel

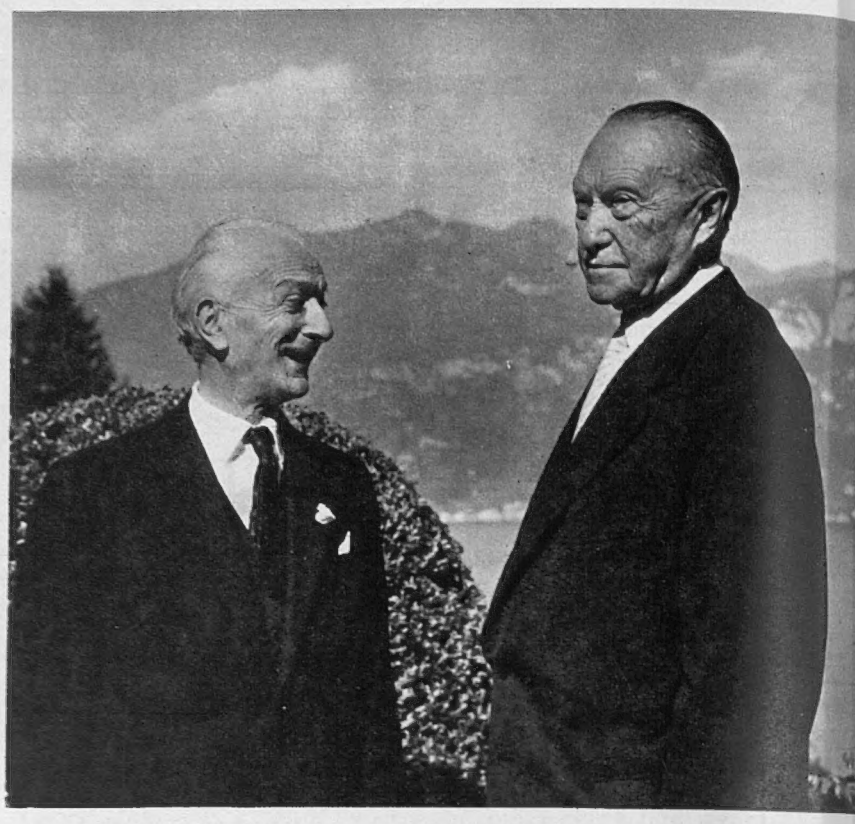
STRIKE AT A FRENCH MOTOR WORKS

Far right: The Renault factory at Billancourt, near Paris, was only one of the many industries affected by the wave of twenty-four-hour strikes throughout France earlier this month. Also, for one day, State employees stopped work in the civil service, local government, customs, post office, schools and public transport. The strikers were demanding higher salaries and wages

THE NEWS IN PICTURES

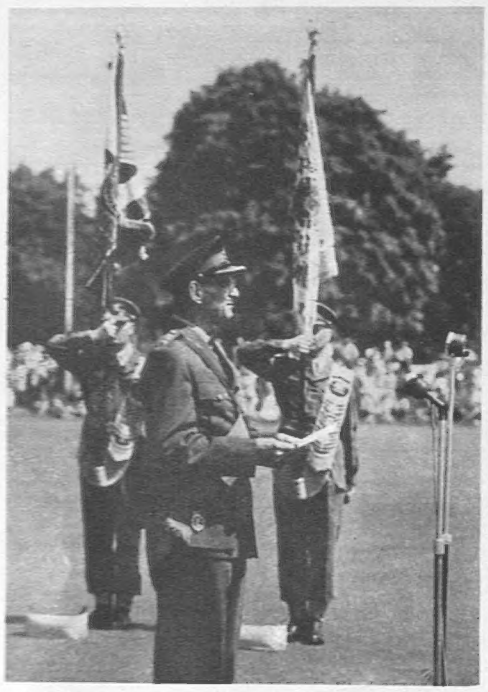
MR. ALLEN DULLES IN LONDON

The chief of the United States Central Intelligence Agency, Mr. Allen Dulles, is seen outside the Foreign Office in London, on his way to talks with Sir Frederick Hoyer Millar, the Permanent Under-Secretary of State. Mr. Dulles arrived in Britain on a private visit. He is a brother of the late Mr. Foster Dulles, former U.S. Secretary of State. The U.2 flights were carried out under the C.I.A.



DR. ADENAUER AND SIGNOR SEGNI BY LAKE COMO

Far right: While Dr. Adenauer, the West German Chancellor, was on holiday at Cadenabbia, he had talks with Signor Segni, the Italian Foreign Minister. Another visitor was Professor Erhard, the German Minister of Economics. Last year they disagreed over the leadership of the Christian Democrats. Their recent meeting was reported to have healed this breach

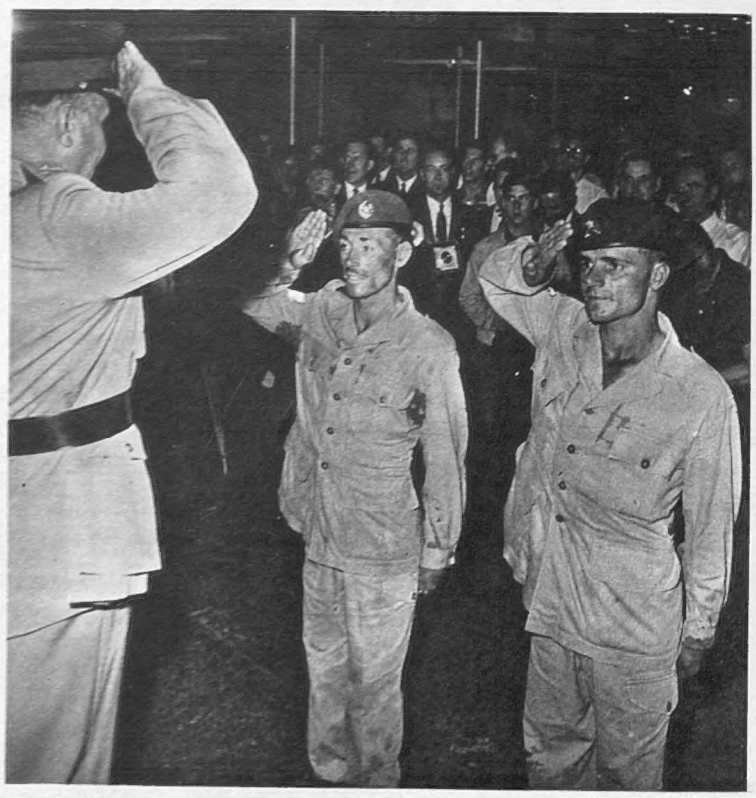


THE KING OF DENMARK AT CANTERBURY

King Frederik addresses the parade on the cricket ground at Canterbury, after presenting the 4th and 5th Battalions of The Buffs (Royal East Kent Regiment) with new colours. He is Colonel-in-Chief of the Regiment. He said it was fitting that new Colours should be presented to The Buffs' two territorial battalions in their centenary year

PRINCE BERTIL OF SWEDEN IN STEPNEY

Far right: Prince Bertil of Sweden, who came to Britain last week for the 250th anniversary of the Swedish Church in London, presented a memorial to the Mayor of Stepney on the site of the first Swedish Church in London. Shortly afterwards Prince Bertil was admitted to a London hospital for an emergency operation. According to an official statement, he was suffering from " minor external trouble "



TWO BRITISH SERVICEMEN MARCH ACROSS THE UNITED STATES

In New York, at the end of their march, two British servicemen, Flight-Sergeant Patrick Maloney (left) and Staff Sergeant Mervyn Evans, salute Major-General James Carter, of the British Army Staff in Washington. Their 3,000-mile march from San Francisco finished at the British Exhibition at the Coliseum. Their time of just over 66 days was a record

DR. BARBARA MOORE ON HER WAY

Far right: Dr. Barbara Moore sets out from Brazil, in Indiana, to complete her walk across the United States. The last part of her journey, from Brazil to New York, was about 600 miles. She had been in hospital in the town after having been involved in a car accident. Dr. Moore, who lives at Camberley, in Surrey, left San Francisco a day after the two British servicemen, and has taken a slightly different route across the U.S.

NEWS SUMMARY

America and the Far East; Parliament Reassembles at Westminster; Important News from Algeria; Personalities in Congo

FAR EAST

In spite of earlier announcements that President Eisenhower would definitely go to Japan during his Far Eastern tour, news came three days before he was due in Tokyo that the visit was off. The cancellation was made on the initiative of Mr. Kishi. Although the Japanese ratification of the U.S.-Japanese Security Treaty—the cause of all the turmoil—became effective last Sunday (June 19), the chances of Mr. Kishi remaining as Prime Minister were generally regarded as doubtful.

Mr. Eisenhower was in the **Philippines** when it became known that he would not go to Japan. From Manila, the Filipino capital, he went as arranged to **Formosa.** Red China noted his presence on the Nationalist Chinese stronghold with tremendous artillery bombardments of **Quemoy** and other offshore islands, which are outposts for Chiang Kai-shek's forces, and **Pekin** radio poured out torrents of abusive anti-American propaganda. Speaking to a vast and cheering crowd in Taipeh, the capital of Formosa, President Eisenhower gave an assurance that America would stand by the Nationalist Chinese against any aggression. This statement was reiterated in the communiqué issued after his private talks with Chiang Kai-shek. At the American President's next stop, the U.S. base of **Okinawa,** his welcome by American servicemen was marred by a hostile demonstration from Japanese students. A few hours later he reached **Seoul,** in South Korea, where the enthusiasm for the President shown by the populace along the route from the airfield to the centre of the city was described as "near-hysterical."

GREAT BRITAIN

Speaking in his constituency at Bromley, Kent, last week-end, Mr. Macmillan referred to the "great disappointment" of the Summit and declared he regarded it as "an incentive to keep our heads, to keep quite calm and steady and to go ahead with our work." This was regarded as an expression of the attitude the Government would adopt on foreign policy when Parliament reassembled after the Whitsun recess last Monday. The debacle of the cancellation of President Eisenhower's visit to Japan was bound to have its repercussions on British policy in the Far East.

On the home front, topics likely to come up in the early sittings included defence, with special relation to the nuclear deterrent and the chances of the Army obtaining the required number of recruits for a volunteer army of 180,000 before conscription ends (the last National Servicemen should be called up at the end of this year); measures for combating the increasing toll of deaths on the road; and Sir David Eccles' promise made in a recent speech in London that he was going to launch a "really hot" campaign to obtain more teachers from among university students.

On Britain's economic relations with Europe clarification was sure to be sought on Ministerial utterances regarding the possibility of the U.K. joining the European Coal and Steel Community and Euratom. These are the concern of the Six, so it was natural to wonder how possible British membership might affect her association with the Seven.

Overshadowing the Westminster scene in the eyes of many were the sixes and sevens within the Labour Party. In the days preceding the reassembly, Labour leaders had continued to attack and counter-attack each other, and even the most fervid Socialist supporter had to admit that the Opposition Benches were in sad disarray. The Left-wing Victory for Socialism Group had demanded Mr. Gaitskell's resignation from the leadership.

RUMANIA

With hardly any advance notice, Mr. Khrushchev arrived in **Bucharest** on June 19. He was leading the Russian delegation to the Third Congress of the Rumanian Communist Party which began last Monday. There was much speculation over why the Soviet Prime Minister had suddenly decided to attend in person a gathering which could not in itself be taken as of great importance. It was noticed that delegations from Russia's satellites were also being led by their National Communist Party leaders. This gave rise to a belief that Mr. Khrushchev would hold a behind-the-scenes conference with them for the purpose of reasserting Russia's leadership of the Communist world. Last week Pekin's *Red Flag*, the official organ of the Chinese Communist Party, contained a very thinly veiled attack on the current doctrines of Soviet Communism. Moscow's *Pravda* was not slow to reply in kind. Thus the Bucharest Congress might turn out to be another stage in the struggle between Russia and China to dominate international Communism.

FRANCE

The F.L.N. (the Algerian Nationalists) replied in the affirmative last Monday to President de Gaulle's invitation, made in a nation-wide broadcast, a few days previously, that they should come to Paris for talks with a view to arranging a cease-fire in the Civil War which has lasted for nearly six years. The President envisaged this move as the first stage in a series of negotiations which should lead to Algeria determining for itself its own future. It was understood that almost immediately an envoy would leave Tunis, for the F.L.N. "provisional Algerian Government" had been meeting, to make arrangements for their representatives to go to Paris. First reactions to this important news were: Metropolitan France as a whole welcomed it as a hope of ending the Algerian hostilities; the Algerian settlers (who represent about one-tenth of the population) might cause trouble again; the outside world heaved a sigh of relief at the possibility of President de Gaulle at long last settling his Algerian problem.

CONGO

The **Belgian Congo,** due to become independent on June 30, covers 905,582 square miles of Central Africa, with a population approaching 14,000,000. It will be the largest republic in Africa. The people are divided into semi-autonomous tribes and a large proportion of them are Christian. In the days before independence was due, there were grave doubts that it would remain a unified state. Its two major political leaders, Joseph Kasavubu and Patrice Lumumba, both claimed they had a straight majority of the 137 seats in the Parliament. The Belgian Resident Minister decided to ask Kasavubu to form a Government, when Lumumba was discharged after undertaking exploratory talks with his leaders. Should Lumumba carry out his threat to set up a rival Government, it could lead to a separate state in **Eastern** and **Central Congo.**

Of the two leaders, Patrice Lumumba is perhaps better known in the West. He is the leader of the Congo National Movement, and his aim has been the unification of the Congo with a Central Government—as opposed to Kasavubu's aim of a Federation. Lumumba's party is the only one to have adherents throughout the territory. But although it is organised on a non-tribal basis, it is far from being conciliatory. Lumumba was sent to prison for his alleged part in the Stanleyville riots. Joseph Kasavubu, the leader of the Abako Party, dominates **Leopoldville** and the **Western Congo,** including the only Atlantic port of Matadi. Abako is the politico-religious organisation of the Bacongo tribe. There has been a great deal of discussion of reviving the sixteenth-century Bacongo empire, uniting the Congo with the Bacongo in the north of Portuguese Angola and in the French Community Republics of the Middle Congo and Central Africa. Underlying the pattern of the two dominant movements are the various tribal communities, between some of which strife has broken out intermittently over the last few months.

CYPRUS

At a Press Conference in **Nicosia** last Sunday, Archbishop Makarios declared that the coming week would be decisive regarding the outcome of the negotiations on British bases on the island. This was taken to mean that unless a decision was reached within a few days Cyprus could have little chance of becoming independent this summer as no time could be found for the Independence Bill to pass through Parliament at Westminster during the current session. The point on which the negotiations had so far been deadlocked was understood to be the Archbishop's demand that Britain would cede the bases to Cyprus when they were no longer required for military purposes.

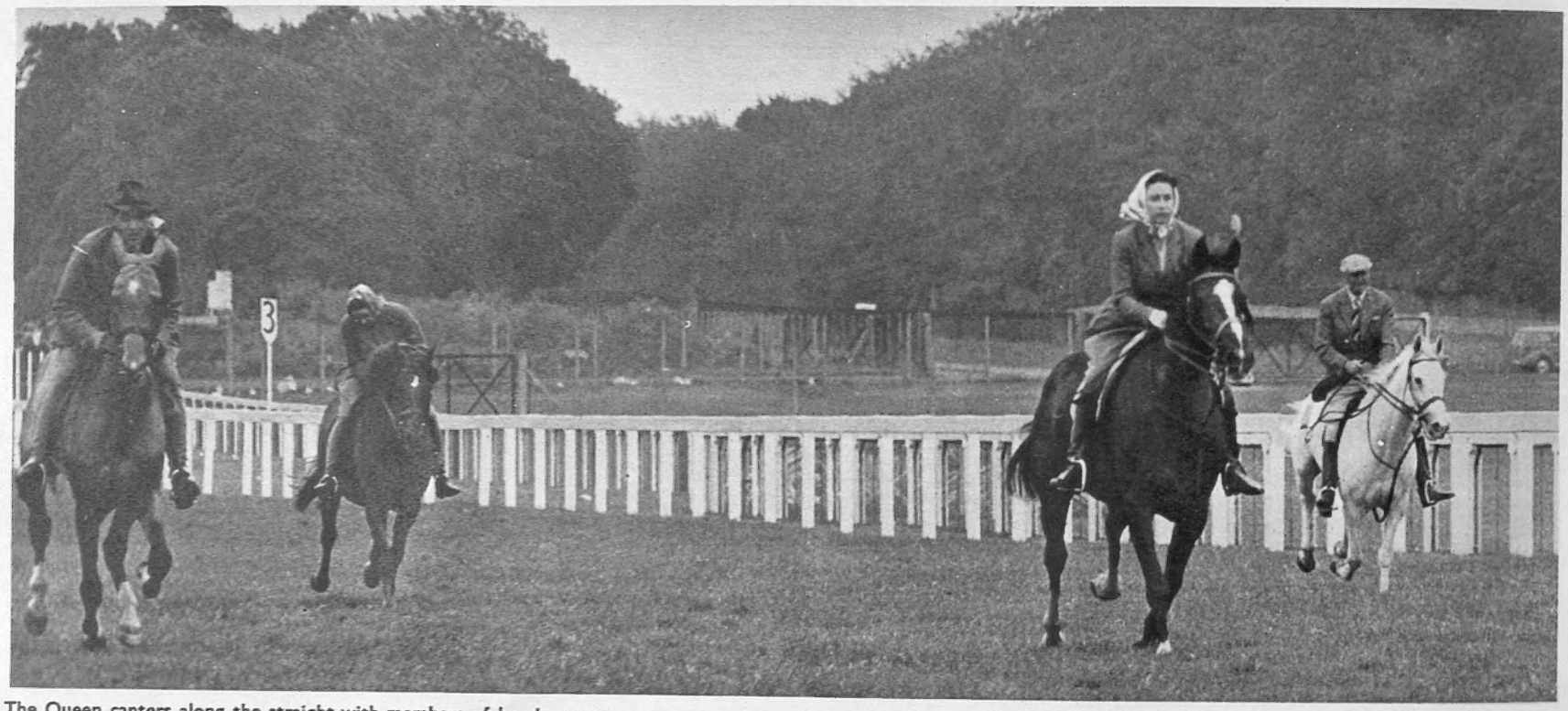
NEPAL

In **Katmandu,** the Nepalese Chamber of Commerce reported that a number of Nepalese were killed in the recent outbreak of fighting in Tibet between guerillas and the Chinese forces. It was also stated Nepalese trade had stopped in Lhasa and that there had been a number of incidents on the borders of Nepal. Both King Mahendra and the Prime Minister, Bisweshwar Prasad Koirala, have been pursuing a policy of strict neutrality in order to avoid becoming another Tibet. It was scrupulously observed even during the furore over the Everest frontier. In this, the position for Nepal was that the border was assumed to run along the watershed and through the peak. On Chinese maps it appeared to have swung a little to the south. After meetings between Mr. Koirala and Chinese leaders, joint survey teams are now at work. But the Nepalese Government are understood to have turned down a Chinese proposal for a road link between Tibet and Nepal. The Nepalese said that the volume of trade did not justify the allocation of "valuable resources," but it was clear the underlying reason for Nepal's refusal was that the Chinese might use the road for military purposes.

IN BRIEF

Speaking recently, the Deputy Prime Minister of East Germany, Herr Ulbricht, said that Germany, like Gaul, should be divided into three parts, West Berlin becoming an entirely separate state. . . . In **Teheran** a zoo-owner threatened to let loose his lions and elephants to roam the streets unless the municipal authorities revoked their order that he should pay tax on admission tickets. . . . On exercises off **Malta** a British submarine was reported to have torpedoed herself, with a torpedo that boomeranged. . . . In **Paris,** Brigitte Bardot angrily denied that she was giving up films to engage in antique dealing. . . . In **London,** Mr. Duncan Sandys, Minister of Aviation, and Lord Douglas of Kirtleside, Chairman of BEA, each received a specially-designed noiseless dustbin from the Noise Abatement Society. . . .

The line-up at the tapes for the start of the unofficial race before the Ladies' Day meeting at Ascot. The Queen is in the centre



The Queen canters along the straight with members of her house party. On the right of the picture is the Duke of Beaufort

RACING AT ASCOT

At Smith's Lawn, Windsor, the Queen and the Duchess of Gloucester watch polo. **Left:** The Duke of Edinburgh in play on the polo field

After the pageantry of last week's annual Garter service at St. George's Chapel, Windsor, came the Royal Ascot meeting. Each day the Queen and the Duke of Edinburgh, with other members of the Royal Family (as well as Her Majesty's other guests at Windsor Castle), drove along the course to watch the racing from the Royal box. On the first day, part of the drive took place during pouring rain, and the members of the carriage procession had to shelter beneath their umbrellas. On Ladies' Day, the Queen and other members of her house party paid two visits to the course. During the morning they rode over from the Castle and took part in a three-furlong race along the straight. There were seven runners and the Queen finished in fourth place.

Before the race, the Queen talks with members of her party. To the left are the Duke of Gloucester and the Duchess of Norfolk; standing is the Duke of Norfolk

The race is on and the Queen rides into fourth place

JOHN CONNELL

THE PRISONER ON REMAND

In July, 1933, some six months after Hitler came to power in Germany, a young member of the Austrian National Socialist Party (he was of German birth, but like Hitler had spent his whole early life in Austria) crossed the German border. He was then twenty-seven years old, the son of a middle-class family ruined by post-war inflation. He became an N.C.O. in an S.A. unit, called the "Austrian Legion," stationed near Passau. In September 1934, with the rank of Sergeant, he was transferred to the Berlin head office of the S.D., the Security Service.

His promotion was steady but not spectacular. In charge of the office museum for some time, he developed an interest in Zionist documents and acquired a smattering of Hebrew and of Yiddish. In August 1938, a few months after the Anschluss, he was put in charge of the S.D.'s Jewish emigration office in Vienna. He was promoted Captain in January 1939 on the grounds, duly minuted on his personal file, that "Eichmann directs the entire Jewish emigration."

The officer who recommended him for this promotion told the post-war Nuremberg War Crimes Tribunal: "Eichmann was in every respect a painstaking bureaucrat. He at once recorded in the files every discussion he ever had with any of his superiors. He always told me that the most important thing was to be covered at all times by one's superiors. He shunned all personal responsibility and took care to shelter behind his superiors and to inveigle them into accepting liability for his actions."

The outbreak of war gave this minor civil servant his opportunity for advancement. He went from Vienna to Prague and from Prague to Berlin, as a recognised specialist in the grim business still known as "Jewish emigration." During 1940 the Central Emigration Office and the Jewish investigation department of the Gestapo were amalgamated, under the title of Amt IVA, 4b, a department of the Reich Main Security Office. Captain Adolf Eichmann —he became Lieut.-Colonel Eichmann in October 1941 and never rose higher—was put in charge of this office.

Mr. Gerald Reitlinger (to whose classic study, *The Final Solution*, I am indebted for these preliminary facts) says that Amt IVA, 4b was from 1941 to 1944 the headquarters of the Final Solution, "the hub of the entire spider's web of deportation and massacre." After the Nazi surrender Eichmann escaped from an American internment camp and disappeared, leaving only the remembered boast that he would leap into his grave laughing, because the feeling that he had the deaths of 5,000,000 people on his conscience would be for him "a source of extraordinary satisfaction."

An official picture of Eichmann taken after his capture by the Israelis

Adolf Eichmann, now fifty-three years old, is to-day in custody in Israel, awaiting trial before an Israeli court for the crimes which he is alleged to have committed before and during World War II. The legal and diplomatic implications of the Eichmann case are countless and are all complex. The indisputable facts are few and stark: Eichmann had lived and worked for many years in the Argentine, under an assumed name; there is a strong *prima facie* case, based largely on the sworn testimony of many witnesses at the Nuremberg Trials, for believing that he was personally responsible for the deaths of nearly a million Jews; he was seized in the Argentine by Israeli security forces and taken to Israel in conditions of the utmost secrecy; before Mr. Ben-Gurion announced that he was in Israeli hands, he had admitted his identity. The preparations for his trial are now in train and are likely to last many months.

Within the framework of international law as it now stands, there can be no doubt, I think, that the Israelis' secret seizure of Eichmann in the Argentine and removal from Argentinian jurisdiction and protection to their own was illegal, and a serious affront to the Argentine's sovereign rights. The Argentine Government, once the facts about the operation were made known, had every reason to feel aggrieved and to protest; and it was Israel's duty to make a full and frank apology. But restore Eichmann to Argentinian custody? This to me is unthinkable. Last week, Herut, the principal opposition party in Israel's Knesset, urged that a law be passed making it impossible for Eichmann to be taken out of Israel to be tried elsewhere. The chief Government spokesman mildly but firmly demurred, on the sensible grounds that nobody in the Cabinet had entertained or could entertain such an idea.

The technical illegality of Eichmann's capture admitted, what further developments can be expected on this side of the affair? The Argentinian Government must have been aware that there was no prospect of Israel complying with their original ultimatum, and that the effects of compliance would have been inconceivably embarrassing. Who, in any non-Arab country in the world, would like to take the responsibility for setting Eichmann free? And who, other than the Governments of West and East Germany and the Government of Israel, has either the right or the capacity to bring him to trial?

At the moment of writing, reports indicate the Argentine Government will fulfil their threat of taking the matter to the United Nations. I fear it will turn out to be a sterile and degrading process. However irregular Israel's original action, it cannot possibly be construed as a threat to peace. If the issue goes to the Assembly, its simple, stern ethical quality is certain to be lost sight of for months, perhaps for years, in the muddy wrangles, bargaining and counter-bargaining of the various *blocs*.

And the simplicity, the sternness, the majestic yet ironic virtue of the thing are what matter most. I have no doubt that acute awareness of these factors has lain at the heart of Mr. Ben-Gurion's thought and action, from the moment it became known that Eichmann was at liberty and that it might be possible to bring him to trial. Mr. Ben-Gurion is, of all leading and active politicians in the world to-day, the one who most resembles—in so many attitudes and patterns of behaviour—Winston Churchill; and like Churchill, he tempers his dramatic flair with a strong, unerring moral sense. He can also be impetuous and difficult. Providence has after many years given him and his people—a free and sovereign nation—the opportunity not for vengeance, which has no sort of relevance, but for the scrupulously fair judicial investigation of some of the most hideous crimes ever committed in recorded history. It happens that these crimes were committed in the main against Jews; that a Jewish court in the Jewish homeland will try one who is believed to have been among the principal malefactors; and that Jewish enterprise, skill and patience have brought him to the bar of justice. There is an awe-inspiring moral lesson here for all mankind; to realise this is to perceive that, in essence, the matter goes on to an even higher plane.

The suggestion was made—and Mr. Ben-Gurion at first rejected it curtly—that the court which finally tries Eichmann should be international in composition. In the months during which the cases, both for the prosecution and for the defence, are being prepared, is there not time to ponder not this proposal so much as the broad moral concepts which underlie it? There need be no shifting from the Israel Government's central thesis that Eichmann can and must be tried in Israel for crimes against the law of Israel—regardless of the place and manner of his apprehension. But is there not much to be said for inviting foreign, non-Israeli judges to sit as assessors, by their presence assisting and supporting the Israeli court? This would not derogate in the slightest from Israel's sovereignty or her right, under her own laws, to try Eichmann, but would be an admission, made in strength not in weakness, of the universality of the theme.

For the story of Eichmann is the story of all the horror of our epoch, the story of little men endowed with appalling power, of violence breeding violence, and of its apparently endless sequels. Just ten years ago, Dr. J. Bronowski wrote a play for broadcasting on this very theme—the pursuit of a brutal concentration camp chief by one of his surviving victims in search of retribution. It was called *The Face of Violence*, and its last words were:

> Life stares at the man
> Out of the stony eyes of his boyhood,
> And the man shivers to think
> What he has become.
> If the stony face will not flinch
> Under his pleading look,
> Forgive the man his violence . . .
> For violence has a human face.

I can think of no comment more truthful or more tragic.

A brief interval of sunshine flecks the water with sparkling points of light as a Loch Long One Design sails past the wooded slopes of the Clyde at Dunoon. This class was started before the war and named after the deep fjord which runs northwards from the busy river. Later, after this picture was taken, the weather grew worse and four boats were dismasted in a squall off Dunoon while they were taking part in a race celebrating the jubilee of the Clyde Cruising Club. High winds and rain squalls caused regattas to be cancelled and even the car ferry from Dunoon had to be diverted because of the high tide

SUNLIGHT ON THE CLYDE

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At the Three Counties' Show, at Malvern, in Worcestershire, last week, Ayrshire cattle are led in the judging ring. The Show is held alternately in Worcestershire, Gloucestershire and Herefordshire

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

. . . DELIGHTED TO HONOUR—I take it as certain that every one of the 2,200 whom the Queen delighted to honour in her Birthday List has done his or her job in life well and deserved what he or she got, from the outstanding steeple-jack of Nottingham, the champion hedge-layer from Grantham back to Sir William Slim. How the appropriate Honour for each is decided, how the fearful decision of whom to honour and whom to defer till New Year's Day is made, I do not know and tremble to imagine. Sportsmen are remembered, of course, but not so lushly as before. Habit is strong and I must make my usual half-yearly reference to new baronetcies. There are more than usual. Three have sons to succeed them, one has only daughters. In this age of " equality of opportunity " and " a classless society," it is possible to argue: why go on handing out in advance titles to heirs who in due course may or may not earn them off their own bats ? If the title will die with the recipient, why make it hereditary ? But there it is; what seemed appropriate to James I and even Edward VII seems appropriate in our own day. Tradition in Britain dies hard. All the same, had I been a Fountain of Honour I think I would have given one of the baronetcies to Edward George Tucker, who controls (if that is the *mot juste*) Death Duties, Board of Inland Revenue. It would have taught him how hard it is to maintain in fine style an hereditary title when " Death it taketh all away " except a barren title. However, if everybody isn't happy this June, the majority of these 2,200 are probably reasonably content with what they have got, *pro tem.* I know of no more agreeable Companion of the British Empire than Ernest Thesiger, a fine actor, a versatile artist and a teller of good stories that make a lump of granite split its sides. I wish I could repeat his latest . . .

ROAD SAFETY EXPERIMENTS—The statistics of the Whitsun holiday precautions on some of our busiest or most dangerous road sections are still being studied. First reports are far from encouraging, although the traffic reached a new record. It is not, of course, until some national or occupational danger is recognised by all concerned to be a *mortal* danger that governments, managements, workers and all participators combine to limit or liquidate that mortal danger, *drastically* and without any consideration for human rights, for commercial expediency or any other concern. An infringer then becomes a common enemy. A lit match in a powder magazine, a naked light in a deep coal mine, an oilstove vulnerable to draughts, are examples. Traffic dangers, the slaughter on the roads, has by no means reached that stage. The motorist still says: " It can't happen to me." The Government remembers that car production is one of our budget balancers, and that preservation of the " freedoms " keeps them in power. Therefore, all efforts to find the cure for road deaths are still experimental, half-hearted, exploratory. Some say it 's drink, some say it 's speed, some blame the road-builders. But if the day *should* come that Government and governed all came to the conclusion that this traffic horror is indeed a national mortal danger and shame, then the nation and Government would perhaps unite and co-operate (as sometimes they do in war) to sacrifice personal freedom and nice accountancy and impose on themselves Draconian edicts. What would they do? For a period of six months they might forbid the sale and consumption of alcohol in any form, with imprisonment for the first offence, and for the same period they would or might require that all cars sold or on the road must be mechanically held down to a maximum speed of 50 or 45 m.p.h. Suspension for proved careless driving would be automatic. In those six months a realistic examination into two of the alleged causes could be obtained. The next Budget would look very ugly, of course. But it would be a real experiment, not a mere tinkering. And it won't happen yet. We are far from accepting that the road casualty problem is yet as patently mortal as naked lights in a deep, old coal mine.

GENUINE ANTIQUE — The twentieth renewal of the Antique Dealers' Fair was as much an Aladdin's Palace as ever; and how much better displayed than in that true fairy-tale house in the Rue La Fayette, in *The Heart of Paris*, described by Yvonne de Bremond d'Ars, the excellent translation of which I strongly recommend to art collectors and all sorts of readers. At Dorchester House, no doubt, shop-window technique is a great part of the magic and a wonderful purse-opener. But this business has been going on for decades, amid Jeremiads that Britain is being drained of her artistic treasures; and it does seem remarkable that the treasures at Dorchester House this year appear to be as glorious and varied as ever, and apparently not too expensive to be bought. Some of the gems no doubt recently changed hands, bought perhaps on spec by dealers at Christie's or

Farnham Castle, in Surrey, which was once the home of the Bishops of Winchester, and later the Bishops of Guildford, suffered at the hands of vandals recently. The damage to the Castle was assessed at about £200

A bearded soldier, representing an Emir, takes the salute at Cambridge Barracks, Woolwich, in London, as the Staff Band of the Royal Nigerian Military Forces, and the Corps of Drums of the 3rd and 4th Battalions the Queen's Own Nigerian Regiment, rehearse their part for this year's Royal Tournament. The Tournament, which is held each year at Earls Court, in London, began on June 22 and finishes on July 9

Sotheby's, and not instantly passed on at a profit. Some, I suppose, come from the latest country houses to be emptied before conversion to utilitarian purposes or despoiled for Estate Duties. Some perhaps are still picked up for an old song as junk or past praying for and, after a skilled course of legitimate surgery and doctoring, gleam again, " as new " as when craftsmen turned them out in 1750. A new leg, here or there, some skilfully matched veneer or new skin—the eye must be very keen and suspicious to detect the patchwork. Every year, I watch for signs of saturation point reached in a given century, and new centuries taken in to redress the balance and to keep markets busy. Is there more Victoriana, have the horrors of Edwardianism come back into their own? There seems to me little sign of the exhaustion of any great art-century. The fact that people are ready to pay more and more fantastic prices for acknowledged masterpieces is not a sign of reduced supply but of increased demand. The competition grows keener. Still, public taste can be made to change by shrewd dealers and you should be very selective in clearing your lumber room of junk. Who can tell when Edwardian-Japanese will not become the rage again? Who knows when a Victorian teapoy will not out-shout Chippendale?

TEST OF ENDURANCE—A single day of a publicised Test Match must never be taken as a pattern of all five days and a day which is sheer boredom to a million televiewers may still be interesting to the few who know the game. On the first day of the Birmingham Test Match, for example, the South Africans' bowling and fielding were consistently accurate and keen, and the English batsmen, pegged down, needed all their skill to survive. But to a periodic " viewer," who likes incident, one hour of television was all too much. Seven maidens running excites only the statisticians and the experts, and when a forcing batsman achieves but three runs in 70 minutes, " fun and games " are uneasy bedfellows. Or take the admirable Adcock. Hour after hour, what did the viewer observe? He holds the ball, takes sixteen paces to the crease, delivers a beauty off the wicket ; the batsman lets it go, the wicket-keeper gathers it, tosses it to gully, who rubs it on his bottom and tosses it to mid-off, who rubs it on his thigh and tosses it back to Adcock, who rubs it on his chest, his thighs, his belly and his bottom, retreats sixteen paces, pausing to turn up his left trouser reverse, and roll up a sleeve, and resumes the over. This repeated for perhaps seven overs without a run being scored and relieved only by the commentator's assurance (with visual proof from the scoreboard) that the total is still what it was half an hour ago, can easily prove a test of endurance for the watcher as for the players. Of course, what we lack is patience. In cricket, of a sudden the worst turns the best to the brave. The sun comes out, the seats fill up, the bowlers tire and Stonewall Jackson is crashing them through and over the rails and the ambulance men are busy. The trouble is, you and I can't spare five working days to gain half an hour's display of fireworks. To switch from Birmingham to Wimbledon was like exchanging pea-soup for quicksilver, and I greatly enjoyed the Hantze-Haydon bout in the Wightman Cup. I wonder if many people observed how constantly the first service of these girl-stars fails when they begin to tire. It seemed to me that then it fails three times out of five, a waste of energy upon an off-chance. But I take off my hat to our Wightman girls. They refused to know when they were beaten.

CHANGES IN CLUBLAND—There were many men before 1914 who were members of half a dozen London clubs, and who seldom visited the majority of them more than once or twice a year. These men could afford an isolated annual luncheon at one of their clubs which might cost them 4s. plus £12 12s. The humble young man earning £250 a year in a Government office felt himself lucky to be a member of an exclusive Pall Mall club. There were in those days professional blackballers to keep the clubs exclusive, and a little private lobbying by an influential uncle might be needed to melt the blackballer's heart. Once elected, Johnnie Eames had many advantages very comfortably and cheaply enjoyed. He could get a perfectly sustaining midday meal for as little as 9d., a cutlet in a sustaining soup, bread and cheese and a glass of beer; and, if he wanted to impress his boss, he could dine him handsomely and have him served deftly and with infinite politeness by acolytes in silk stockings and knee-breeches for no more than 10s. The hermit could always dine at an island " site " with an empty table on either side of him and retire to a vast country house library to doze or read or write with every facility which luxury could provide, free. It is odd to reflect that even after the First World War, some club committees decided to restore knee-breeches for the servants' afternoon wear. *Homo sapiens* is infinitely short-sighted. The servant problem and catering regulations caught them dozing. A club's staff wages in 1900 might be no more than £2,000. The present equivalent is £25,000 a year, and the old club servant is as rare as a golden aureole and as old as sin. Such staff as can be raked in from both sexes and many races must be manœuvred like a forlorn hope gathered to fill a gap in a battle line, concentrated for the rush hours or found work to do in the slack time. The expedients to keep a club going are many and ing nious. Ladies and other modern amenities, from cocktail bars to dances, have become common form; the professional blackballer is converted into a recruiting sergeant, the subscription is doubled, the entrance fee periodically abrogated, the maximum membership increased by 20 per cent. There is no club now in existence which can reproduce the Olympian calm and dignity suggesting a ducal palace " with a nobleman lying dead upstairs." Rather, the modern club is a reasonably good substitute for a decently-run hotel during the " off " seasons, and costs about the same for the amenities it offers. Oddly enough, most of them survive.

THE OLD STAGER

Svetlana Beriosova. She is one of five ballerinas dancing Princess Aurora

ENTERTAINMENT

THE SLEEPING BEAUTY

at Covent Garden

Over the last fortnight the most brilliant and popular of classical ballets has been performed in a revised production at the Royal Opera House by the Royal Ballet. After 337 performances in its 1946 format, the showcase ballet has refurbished costumes and scenery. The role of Princess Aurora was danced on the first night of the new production by Nadia Nerina, and then successively by Annette Page, Svetlana Beriosova, Anya Linden and Antoinette Sibley. That the company has five ballerinas capable of taking this leading role shows the present strength of classical ballet in Britain. This, despite the fact that the most famous of British Princess Auroras, Dame Margot Fonteyn, is in South America, and will not dance the role until the Royal Ballet opens its sixth tour of North America at the Royal Metropolitan Opera House in New York in September. *The Sleeping Beauty*, with its elaborate fairy tale setting and Tchaikovsky's music, has always been the ballet chosen for the great occasion. It has not always received the reception which it is accorded nowadays. When it was first performed before the Czar of Russia at St. Petersburg in 1890 he was unenthusiastic, merely saying to Tchaikovsky, " very nice."

Ray Powell as Carabosse, the wicked fairy

Merle Park, Brian Shaw and Maryon Lane—the Bluebird and Florestan's sisters

Svetlana Beriosova as Princess Aurora and Donald Macleary as Prince Florimund are surrounded by the chorus, in Act III of the ballet

Mavis Osborn and Keith Rosson as Red Riding Hood and the Wolf

Ann Howard and Douglas Steuart as the White Cat and Puss in Boots

THE VOICE OF THE COMMON

GREAT BRITAIN

Mr. Macmillan's survey of the Commonwealth, which he gave to students during his recent visit to Oslo, has been read with great interest in Britain. Describing the basis of the Commonwealth he declared its essence " has always been a vigorous social organism. It draws its strength and meaning from the extent to which its many peoples have become ' pretty well mixed up together,' to quote Sir Winston Churchill. Its unique character derives from the profusion of ideas that are shared between its members. The ideals of each of its communities have much in common. It is shot through with personal relations, professional connections, co-operative efforts and shared achievements. These are the links that matter."

Speaking of individual Commonwealth countries, the Prime Minister referred to the forthcoming visit of the Queen to the Republics of *India* and *Pakistan*. He thought it was rather moving that after the long story of British rule our partners should now make " this impressive and significant gesture." *South Africa* had just celebrated the fiftieth anniversary of the Union. " There is hope," he went on, " that South Africa, overcoming a sad legacy of internal struggle, will go forward to a splendid future of peaceful fraternal co-operation." The last Commonwealth Prime Ministers' Conference had agreed to admit *Nigeria*. " What a splendid new member of the club. A population of 35,000,000 —vigorous, intelligent, enthusiastic and friendly."

Mr. Macmillan instanced *Sierra Leone* as another country to which independence was being granted. *East Africa* would soon follow the same road. He had a special word to say about the European and Asian communities there. The British Government did not seek for them to dominate but it did seek " the acceptance that they belong as of right so that they can go on making a contribution to a multiracial society." Finally he spoke of the Colombo Plan and of the realisation by the economically advanced members of the Commonwealth that they must, even at some sacrifice to themselves, contribute to the development of their fellows.

NEW ZEALAND

Official documents are not the most likely places to find poetical similes, but justification is easy in the case of a New Zealand Government report to Parliament, which described the country's scenic attractions as a variety of attractions " which could almost be said to succeed each other as pearls upon a necklace "—" a travel package which is unsurpassed in the world to-day." New Zealand owes her tourist attractions to nature. The country has few buildings and places of historical and cultural interest comparable to those which attract visitors to Europe and Asia, but, to some inquiring minds, it can offer studies of economic and social value. New Zealand's unique tourist interest is, however, centred almost wholly in the sharp range of scenic contrast provided within a small compass.

The landscape is extraordinarily varied. Of the two main islands, the North has its distinctive appeal from the presence of active and dormant volcanoes, its geysers, boiling pools and fumaroles and glimpses of traditional Maori life as well as the special attraction of the stalactite and stalagmite caves at Waitomo and their glow-worm grotto. The South Island, dominated by the Southern Alps, has its succession of superb panoramas—snowfields and glaciers, deeply-embayed sounds, lakes and forests, mountain torrents and river gorges and the long sweep of coast and plain. To these can be added the big-game fishing of the north, and in both islands fishing for trout of remarkable size, the certainty of finding an excellent bathing beach at no great distance, and the countryside starting abruptly at the margin of cities.

Less than a decade ago tourism brought New Zealand little more than £1,000,000 in overseas exchange. Yet for the last financial year, which ended on March 31, this figure had trebled, overseas exchange earnings being £3,263,755. This, it is pointed out, is a net figure, and if quoted as gross before deduction of freight and other charges, as would be customary for other revenue-producing industries, would be about £6,000,000. The number of visitor arrivals, increasing too, now exceeds 36,000 a year. This transformation has come about, admittedly, through the development of overseas air travel, in conjunction with general prosperity. The change has been gradual but definite. Whereas, in 1955, 60 per cent. of all arrivals in New Zealand came by sea and 40 per cent. by air, in 1959-60 air travellers accounted for 59 per cent. of the total, while those coming by sea dropped to 41 per cent. Whatever the preference for travel, the main lines of approach to New Zealand from the Pacific are many; jet travel has reduced the maximum time from any one point to another in the Pacific to twenty-four hours and it is only a little over thirty hours flying time from Europe.

Shipping interests are alert in meeting this challenge. Their services are being strengthened and developed and the end of this year will see in operation on routes including New Zealand, the *Oriana*, the first of several larger vessels of even greater luxury and speed than that ocean has seen regularly before. The *Canberra*, another of these liners, is now being fitted out. All this indicates increasing importance for New Zealand's tourist industry. The Government of the country is actively interested in this industry, which it promotes in general through its Tourist Department, which is responsible to a Minister in Charge of Tourist and Health Resorts. The department directly operates some of the attractions at several resorts, including Rotorua, centre of the thermal region, the most visited of all. Both overseas and internally its Government Tourist Bureaux advise on and arrange travel within the country. The Government operates most of the internal transport systems which, kept well abreast of modern developments, make virtually all attractions readily accessible to the visitor.

A chain of tourist hotels, formerly Government-operated, has been handed over to a Tourist Hotel Corporation with the dual objects of raising standards and placing them on a paying basis. General hotel standards have been steadily improved. Several important tourist points require further first-class accommodation and provision for at least some of it, in Auckland, the largest city, is proposed by private enterprise. The Tourist Department keeps a close check on the opinions of visitors about the hotels in which they stay, and in general finds them most happily surprised at the excellent service they receive and the reasonable prices charged.

SOUTH AFRICA

Two recent medical developments in the Union may well mean good news for sufferers in wide areas of the world. One concerns trachoma, an eye disease which mainly attacks infants and often leads in later life to total blindness. In the Union hundreds of thousands of people of all races suffer from various forms of the disease, and it is reckoned to cost the country several hundred thousand pounds annually. It is also prevalent in the Middle East, and Far East. A year ago it was reported that a group of Johannesburg doctors had isolated the virus—so small that it can be seen only through the electron miscroscope—and now, according to the *S.A. Medical Journal*, it has been established that a vaccine can be produced. Efforts to make a culture of the virus have at last been successful, and the Journal comments that " we are now entering an era in which we think in terms of the control and even the eradication of trachoma."

Recently a forty-five-year-old man volunteered to be infected with the virus. He developed acute conjunctivitis three days later and his condition worsened persistently through the following month. Treatment then began and the response was " rapid and satisfactory." Six months later the experiment was repeated on the same volunteer and the results were again equally satisfactory. It is emphasised, however, that the precise value of the vaccine can be determined only by prolonged field trials.

At the same time the efficacy of a drug developed to combat another tropical disease, bilharzia, is also being field-tested. Bilharzia is caused by a parasite which attacks the bladder and leads to extreme lethargy and debility. It is one of the most damaging of all diseases to the health and progress of Africa, and it is estimated that some 50,000,000 people on the continent suffer from it. The incidence among the Bantu population in some parts of South Africa's lowveld is 100 per cent., and there has been an ominous increase in the disease among other races recently. The new drug, of which an injection is given once a day for six days, is expected to be the first really effective treatment: in a recent field test it produced an 83 per cent. cure rate. The standard treatment until now has taken up to thirty days and has had only limited success.

PAKISTAN

The Government of Pakistan has always recognised that foreign investment can play a significant role in promoting the economic development of under-developed countries where capital formation is generally slow, technical know-how limited and trained personnel not always available. Pakistan, about to launch its second five-year plan, is campaigning to attract the maximum amount of foreign investment. The whole private sector has been thrown open to investment from abroad, but there are certain specified industries which offer the most scope. These are heavy engineering, heavy chemicals, production of synthetic distillation of coal and gas, pharmaceuticals, antibiotics, mining, concentrating, refining and processing of all minerals including oil, manufacturing of producer goods and spare parts.

By way of inducement, the Government of Pakistan offers the following guarantees: (i) There will be no restriction on the remittance of current profits to the country from where investment originated; (ii) Foreign capital in approved industries established after September 1, 1954, may be repatriated at any time to the extent of original investment. Any appreciation of capital investment ploughed back into the approved industrial undertaking may be treated as investment for

WEALTH

Mr. Macmillan's Oslo Speech; Tourism in New Zealand and Ghana; South African Contributions to Medicine; Foreign Investments in Pakistan's Economic Development

the purpose of repatriation; (iii) There will be no rigidity about the participation of Pakistani capital in any industry where foreign investment is approved by the Government. Normally the Government will expect that the required local expenditure will be met from local equity capital. In the case of oil refining, the Government will expect substantial participation of Pakistani capital in equity; (iv) The Government has no intention of nationalising industries involving foreign investment. Should circumstances or an emergency necessitate nationalisation, just and fair compensation will be paid in the currency of the country in which the foreign investment originated; (v) Relief from double taxation will be provided to foreign investors belonging to countries with which Pakistan has an agreement on double taxation relief, such as the U.K., U.S.A., West Germany, Japan and India; (vi) Foreign technicians employed in an industrial undertaking under a contract approved by the Central Government are and will be entitled to substantial income-tax relief.

Price control is not intended to be a permanent feature of the Government's policy. As production and supply improve, it is hoped that control over prices will be progressively relaxed. In the case of monopolies in manufacturing essential goods, however, the Government intends to keep the interest of the consumer constantly in view and seeks to ensure that such goods are marketed at fair and reasonable prices. The Government realises that tax concessions provide an incentive to investment in industries. Tax concessions have been allowed by the Government in the past and will also be allowed in the future.

The Government has set up an Investment Promotion Bureau which will furnish information to foreign and local investors on all aspects of the Government's financial and industrial policy and assist industrialists in securing facilities for the establishment of new undertakings. The Government has also set up Pakistan Industrial Credit and Investment Corporation and Pakistan Industrial Finance Corporation to help in the financing of industries in the private sector.

GHANA

Ghana will be the host country to one of the biggest international gatherings ever held in West Africa—or any other part of Africa, for that matter—when the World Assembly of Youth converges on Accra in August for its 1960 conference. The meetings are held every two years, the last one being in Delhi. The Ghana occasion is expected to be the most representative ever, with well over 300 delegates taking part.

The administrative problems involved would be considerable for any capital having to transport, accommodate and entertain a group of that size for three weeks. In Accra they would be formidable indeed were it not for the splendid facilities ready and waiting in the Halls of Residence of the University College. Situated on rising ground a few miles outside the town, equipped with fine kitchens and hundreds of bed-sitters normally occupied by undergraduates, they are ideal out-of-term premises for such a special exercise. Grateful newspapermen of half-a-dozen nationalities placed a plaque there to record the hospitality they received during the independence celebrations of 1957.

The fortunate delegates in August will also be taken over much of the country to make the most of their stay after the conference is over. Again, they will not need to worry about transport, or what to see or where to stay. Ghanaians are among the most hospitable people on earth and they will cheerfully assume these responsibilities for their guests from the World Assembly of Youth.

The normal visitor, arriving in the country for business or pleasure, could not expect to be so lucky. At the same time, it is clearly in Ghana's interest to attract him to the country in the first place, to keep him happy while there and to provide him with all the facilities he could reasonably expect in tropical Africa.

The need for building up a tourist industry has been foreseen for a long time, but it is a long-term business and it has had to take its turn in the list of development priorities. The current Development Plan describes the possibilities of such an industry in Ghana as "immense." The climate is good, there are efficient air and sea services, the country has varied scenery and many historical remains of its turbulent past.

The handsomely round sum of £1,000,000 has been allocated to exploit these advantages with catering rest-houses, motels, restaurants, sports grounds, swimming-pools, a Game Reserve: and—in Accra—a casino. It may be a pointer to a trend that for the first time a British travel agency has featured Ghana in a brochure on tourism. An 18-day holiday is offered, based on a luxury hotel in Accra.

Commonwealth co-operation is exemplified by this picture of Mr. Diefenbaker and Mr. Menzies in the Senate Chamber in Ottawa. The two Prime Ministers sat together during the debate on the ratification of the new Canadian-Australian Trade Treaty. The pact replaces the 1931 trade agreement between the two countries

In Accra Mr. Krobo Edusei (*right*), the Minister of Transport and Communications in Ghana, presents a copy of the bilateral Air Agreement between Ghana and Ethiopia to Mr. Menghasha Seyoum, the Ethiopian Minister of Public Works and Communications

Tunku Abdul Rahman Putra, the Prime Minister of the Federation of Malaya, holds a painting which had been presented to him after he had opened an exhibition of Malayan students' art in London. The three-day show was organised by the Malayan Art Society. This was one of the Tunku's last engagements before he returned from Britain to Malaya by way of Cairo and Bangkok. Present trends in Malayan art were discussed in "The Voice of the Commonwealth" columns in last week's issue of *The Sphere*

SHOPS FOR GENTLEMEN No. 7

FRIBOURG & TREYER

"To the tobacco shop a few doors down Haymarket on the left walking down Piccadilly. The shop has very old fashioned windows." The envelope thus addressed from Blackburn in 1931 was delivered without hesitation by the London postal authorities to Messrs. Fribourg and Treyer, Tobacconists and Purveyors of Foreign Snuff, at 34, Haymarket. It is certainly one of the oldest shops in London, for Peter Fribourg (pronounced Freebourg) from Switzerland, set up business there in 1720. His successor, Gottlieb Augustus Treyer (pronounced Trayer) from Amsterdam, married an Englishwoman, Miss Martha Evans. From this marriage the firm derives, by a collateral branch, the present reigning dynasty of Bridgman-Evans, now in its sixth generation.

Displayed in the bow windows are some old snuff bottles, which must have been handled by many of the Beaux and Bucks of 150 years ago. Indeed a Regency atmosphere still pervades the shop, with the high desk at the end of the counter and the glazed Adam screen dividing the front of the premises from the back. The firm's records are extant for 200 years and under glass in cabinets some of the account books are opened to show what the Prince Regent and Beau Brummell purchased. Many of the brands of snuff they favoured are still available.

There is charm and sometimes mystery in the names of the snuffs manufactured by Fribourg and Treyer—Masulipatam and Morlaix, Jasmin and the Rappees, brown and black. High Dry Toast is so called because it was discovered by accident when the tobacco burned in a Dublin factory was sold to be consumed as snuff. What the initials S.P. stand for is a matter of controversy.

Snuff, of course, is no longer the fashion it was, though it is still far more widely used than one might think. Pipes seem to be increasingly in favour. Fribourg and Treyer's pipes are all of briar, fashioned out of the French Bruyère. This heath or heather takes fifty to a hundred years to grow to perfection and it is from the roots that pipes are made. Good cigars like good wine need to mature. One of the services offered by the Haymarket firm is a cigar "cellar." Green and damp cigars—"sick" is the trade term for them—are placed in boxes with the customer's name on them and left for a year or two to reach the state when they will give the fullest pleasure to the smoker. Finally there are cigarettes—Virginian, Turkish and Egyptian, specially made for Fribourg and Treyer, the "shop with the very old-fashioned windows."

"The shop with very old-fashioned windows" in Haymarket

Drawings by Geoffrey S. Fletcher

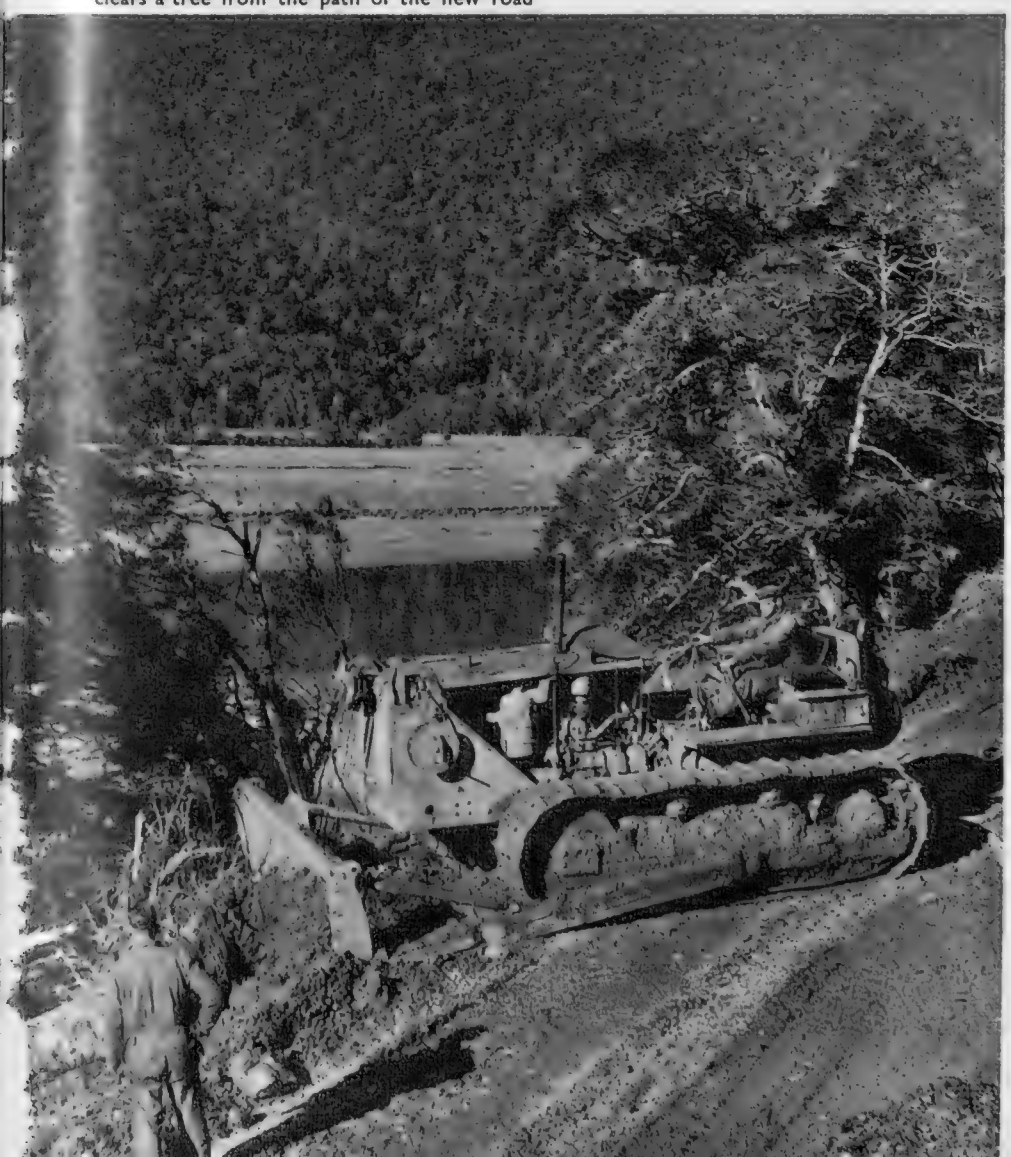
"Old Paris" a snuff approved by Beau Brummell, is still manufactured for the customers of to-day

The Interior of Fribourg and Treyer's shop in London which dates from 1720

Part of the access road to the construction camp for the new road through the Southern Alps of New Zealand

At Clarke Bluff two vehicles travel slowly along the narrow road which hangs between the cliff-face and a precipice

About twenty miles from Haast a bulldozer clears a tree from the path of the new road



OPENING UP NEW ZEALAND

A project to open up the Westland province of South Island, New Zealand, is in its final phase after about a quarter of a century's work. During that period, with an inevitable delay caused by the war, engineers have been carving a scenic highway through the rugged Southern Alps to connect the province of Otago, which lies on the east of the Alps, with the Westland.

In the last few years the New Zealand Government has stepped up work on the new road and has been putting some £200,000 a year into the scheme. Now, with bridging the only main constructional work to be finished, the end is in sight. The road should be fully completed in a year or two.

The only town of importance in the south of Westland is Haast, which is the centre of a small community of construction workers and their families. This area is probably the least developed in the whole of New Zealand, and until recently the normal way of reaching Haast was by sea or air. The remainder of Westland has been developed by the use of modern production methods, as have the other provinces of New Zealand. The new link between the virgin land around Haast and the rest of the island will bring extra wealth to the country's resources.

As well as providing a direct route of communication to Haast, the new road will enable tourists to make a complete circuit of the South Island by road for the first time. The scenery through the Alps and the Haast Pass, with spectacular views of forest-covered slopes, alpine lakes and glaciers, is some of the finest to be seen in New Zealand.

BRIAN VESEY-FITZGERALD

MIDSUMMER FLOWERS

It is the month of June,
The month of leaves and roses,
When pleasant sights salute the eyes
And pleasant scents the noses.

I wish I knew who wrote that. If I ever knew, I have forgotten: but it is one of the few verses which have remained in my mind from the moment I first heard or read it, and I hope that the author, if he or she is still alive, will consider that sufficient compliment and forgive the lack of acknowledgment. I have remembered it because it is so very true. Every one of our summer months has much to be said in its favour. Perhaps, if one was to consider sight alone, May or September might be given precedence over June. But, surely, neither can compare with June for scents.

Spraying acid to destroy charlock, otherwise known as wild mustard

For this is the month when our flora is at its most exuberant, when the scent of flowers is everywhere: and, to add to them, there is that wonderful perfume, nostalgic with memories of childhood, the scent of new mown hay.

But June is nearly over: and it may well be thought rather pointless to write about the flowers of June at the very end of the month. Our wild flowers, however, do not abide strictly by the calendar: or rather they cling more nearly to the Julian than to the Gregorian calendar. Many of the flowers of early June are properly May flowers: consider the hawthorn, which in most years is in flower at the end of May, reaches its fullness at the beginning of June and is over by the second week of the month. Ignore those lost eleven days, and "the May" becomes correctly named. And it is so, too, with many of the late June flowers: they take in the first ten days or so of July for their first flowering. There is, in fact, at least in the south of England, a midsummer month in the floral year, which may be said to be made up of the last fortnight of June and the first fortnight of July.

The bee orchis is a good example of this adherence to the old calendar: that is, if the bee orchis can be said to adhere to any rules whatsoever. It is, I think, the most capricious of plants. I have found it on rough, stony ground near my home as early as June 7 (my earliest record) and I have found it on the same patch of ground as late as July 16. But normally I expect to find it between June 20 and July 3; something like that. Well, that is not quite true.

It is during this period that I look for it: but I can never be sure of seeing it. One year the brown and green blossoms, set like bees about the stem, will be plentiful; covering maybe a dozen square yards. The next year there may be two or three only, or maybe none. I have known as long as three years to pass without the sight of one on this patch of ground; and then there will again be a year of plenty. Presumably the plants remain dormant in the years when none are to be seen. But I do not know that this has ever been proved.

But the flowers of midsummer which appeal to me greatly, and which are too often overlooked, are those of the waysides and waste places and those of cultivated ground, which are usually dismissed as "weeds." I suppose that, when they grow on cultivated ground, they are weeds: since a weed is a plant which grows in the wrong place from man's point of view. But, though sometimes inconspicuous in habit, they are none the less beautiful. Could you, for example, ask for anything more beautiful than the little pheasant's eye (a comparatively harmless weed, too) with its scarlet flowers ?

The small bindweed, although a most obstinate nuisance, is really a most beautiful little flower. Charlock, the wild mustard, is so pernicious a weed on arable land that people do not bother to look at it: they just get rid of it. Or rather they try to. But charlock is not easy to eliminate, even in these days of chemical marvels. The seed is very viable. It is said to last for a hundred years, especially when buried beneath turf, and then to germinate when disturbed and brought to the surface. I do not know if that is true, But I do know that charlock does appear miraculously on newly ploughed land. And when it does, how beautiful it is !

What dazzled all, and shone far-off as shines
A field of charlock in the sudden sun
Between two showers, a cloth of palest gold.

But one cannot expect the farmer to have the eye of Tennyson.

And how closely have you looked at henbane ? You have got to look pretty closely to see the beauty in henbane. At any distance it looks rather clumsy, and most people do not examine it closely because of its reputation: it is very poisonous. (It may well be that hebenon, the poison which was used to remove Hamlet's father, was henbane.) In addition to being poisonous, it is a very hairy plant and there seems to be a "thing" nowadays among the polite about hairy plants. This has never been so among country-folk. The great mullein, a very beautiful plant with its stiff spikes of pale yellow flowers, was greatly prized for its soft white hairs, which were roughly plaited to make wicks for candles or lamps: hence the popular name, "candlewick plant."

But, if you do look closely at henbane, you cannot but be impressed with the beauty of the large yellow flowers with their network of purple veins. Incidentally, neither the hairy nor the poisonous nature of henbane disturbed the countryman. He (and she) used to smoke the capsules to cure the toothache. That, though a pretty risky practice, is not as silly as it sounds: for henbane yields the drug hyoscyamine, a powerful sedative, so powerful that it may only be taken under medical supervision. I wonder how the sedative property of the capsules was discovered ? One thing is evident: there were once some clever "witch-doctors" in the English countryside.

Another midsummer plant which I find beautiful is agrimony, the "church steeples" of country children. Agrimony is often overlooked just because it is so common. The dandelion, another beautiful flower, which would be highly valued if it was rare, is ignored for the same reason and because it is a weed of lawns. It is true that the small yellow flowers of the agrimony are not in themselves particularly beautiful; they do not hit the eye. But the habit of growth, the tall graceful stem, is truly beautiful; and in a slight breeze the stems dance by the wayside and the little flowers, then, shimmer in many shades of yellow.

Agrimony was, and still is, much used by country people. I do not know that they still use "arquebus water," the chief ingredient of which is agrimony, for bathing wounds, but *Eau d'Arquebus* is on sale in France to this day. But agrimony tea is still drunk as a tonic. The flowers are sweetly scented; the tea I find rather sickly. I have drunk it more than once, fearing that I would be considered rude did I refuse. For all I know it may have done me a lot of good. Gerard said that it is "good for naughty livers." At least, it did me no harm.

P. S. Bennett in play. He opened the batting for Shrewsbury with R. P. F. Barber and scored 56

Right: S. N. Harbottle (Shrewsbury) has his wicket broken by T. P. G. Helps. He had scored 14 runs

Uppingham's captain, H. C. Wrigley, who took five Shrewsbury wickets, leads his team on to the field

PUBLIC SCHOOLS CRICKET

UPPINGHAM v SHREWSBURY

A true wicket with a fast outfield produced some good and exciting cricket on the first day of this two-day match, which was played at Uppingham on June 7 and 8. On the second morning rain, delaying the start for 75 minutes, was the main cause of the match being drawn.

Shrewsbury, the visitors, won the toss and naturally chose to bat first. R. P. F. Barber and P. S. Bennett, their openers, set to with a will, and the rate of scoring was high until T. P. G. Helps and J. H. Horne were put on to bowl. Even so, by lunch Shrewsbury had reached 143 with only three wickets down, and this score was taken to 200 for 5 by mid-afternoon. Then J. A. G. Newton and Helps put out the last five Shrewsbury men. The innings closed at 238.

Uppingham started their first innings slowly, and were not in trouble until C. B. Q. Wallace, the Shrewsbury captain, came on. He bowled unchanged for the rest of the day, taking five wickets for 22 runs in as many overs.

Shrewsbury's only hope of victory, after the delay on the second morning, lay in trying to force the follow on. T. I. Aspell, who had an overnight score of 38, was joined by B. J. Hoole and these two averted the crisis. Uppingham declared when they were 87 runs behind, with 2½ hours' play left. In the second innings three Shrewsbury wickets fell quickly, but P. S. Bennett and S. J. Lewis, concentrating on defence, prevented a collapse. When they finally declared at 84 for 5, Shrewsbury left Uppingham with the impossible task of scoring 172 runs in 70 minutes. When stumps were drawn the home side had scored 41 for the loss of six wickets.

A cut through the slips by C. B. Q. Wallace

B. J. Hoole, the Uppingham wicket-keeper, takes a ball which M. Moore had tried to turn

Making an all out effort while bowling for Uppingham is T. P. G. Helps

GABOR DENES

YACHTING

At the last annual general meeting of the Royal Yachting Association a member referred to the development of high-speed motorcraft and said that these were becoming a menace to all. Another member, Mr. Donald McCullough, castigated some of the offending owners of such craft calling them juvenile delinquents and " marine teddy boys." More recently, the Starcross Yacht Club—the oldest in England, founded in 1772—passed a resolution banning from its premises and slipway all water-ski-ing boats and motorcraft with fast, planing hulls. I understand that other yacht clubs have found it necessary to take similar restrictive measures.

Do these manifestations suggest that fast motor-boats and water-ski-ing are generally dangerous and should be discouraged in every way? And does it mean that sailing yachtsmen are unanimous in their condemnation of these activities? The answer to both these questions is an emphatic " no," with certain reservations. The growing popularity of water-ski-ing in British waters is an inevitable consequence of the general trend for more activity on the water, encouraged by such various factors as the great popular appeal of a series of very successful boat shows and the growing interest shown by the popular press.

It must be admitted that water-ski-ing is a fine sport, and speed generally attracts young people on the land as much as on the water. There is also the mistaken belief that, for the novice, a motor-boat, even a fast one, is safer and easier to master than a sailing dinghy. All these circumstances point to the *fait accompli* that fast motor-boats and water-ski-ing are established and here to stay, and, what is more, to develop and multiply.

It is also evident that yachtsmen have cause for complaint. There are offenders who, due entirely to ignorance or lack of consideration, roar past a line of moored yachts or get in their way while a race is in progress. It must be realised that such offenders are not representative of the " breed." Water-skiers who belong to proper clubs have a sense of responsibility and know the rules. On the other hand, it is possible in several places I know for any Tom, Dick and Harry to come along and hire the boat and equipment by the hour. Such people naturally tend to lack the necessary discipline and consideration for others and are bound to give a bad name to the whole sport. Is the remedy to be the general regimentation of all craft on the water, with licences and " driving " permits, compulsory insurance and what have you? No yachtsman wants that; we all feel that the water is the last refuge of complete personal freedom.

Or can the menace be reduced by the introduction and enforcement of speed limits in restricted waters of harbours and estuaries? No, because speed in itself is not the true measure of the damage and annoyance that can be caused. Depending on design, some boats can create more wash at quite a modest speed than others going all out. The Royal Yachting Association has found the answer to this last-mentioned problem. In several cases when asked for advice in formulating by-laws by harbour authorities, they suggested, instead of the imposition of a speed limit of, say, 5 m.p.h., a clause which makes it an offence to navigate so as to cause damage to banks, property or persons.

The whole of the difficulty can be eased by common sense and discipline. It is assumed that all responsible yachtsmen know and observe the " Rule of the Road at Sea," and if this could be said of other users of the waters, they would cease to annoy and to offend.

On the Ruislip Lido, a water-skier is towed behind a Catalina speedboat, made by the Package Boat Co. Ltd., of Godalming. It has a 40-h.p. outboard engine and can carry six people

The Dowty Runabout demonstrates its impressive handling qualities. It is powered by a new form of water jet propulsion

The Fairey Marine Cinderella is a high-speed outboard sports boat, designed to take motors from 18 to 50 h.p.

Mr. P. M. Kelly, captain, and Air Commodore Shapcott, secretary

Dr. J. A. Flaherty (an Irish International) and Mr. K. G. Butcher

From the clubhouse can be seen the 2nd and 4th fairways and in the distance the 5th and 8th fairways

BRITAIN'S GREAT GOLF CLUBS

ADDINGTON

The course lies among the heather, bracken and silver birch of a spur of the Surrey Hills, only about 10 miles from Hyde Park Corner. Its 18 holes are full of guile and a feature of the course are the gullies spanned by wooden footbridges. Addington was laid out in 1914 by the late Mr. J. F. Abercromby, who for many years ruled over the club as its benevolent dictator. From time to time he would discover loopholes on the course, where it was possible to play an indifferent shot and get away with it. Immediately a new hazard would be added by Mr. Abercromby. Originally there were two courses at Addington, but in 1946 one of them, called the New, was requisitioned for building purposes.

Addington is just under 6,400 yards long with a standard scratch score of 71. It is, in fact, shorter than its testing quality makes it appear. A reason for this is that it has six one-shot holes. Of these, two at least are unusually tricky and many golfers would willingly settle for fours on each of them. There are a number of long holes, some of them with drives across the valleys, which are such a feature of the course. The three longest measure 555, 494 and 470 yards and the rest include four in the 430–440-yards range, giving room enough for any golfer.

Mr. K. G. Thom, an ex-Walker Cup player, plays an iron shot to the 1st green, a distance of 166 yards

Mr. C. Dugan-Chapman, who has won the Portuguese Amateur title

Next in this series will be Ashridge Golf Club in our issue of July 2

Left: The 13th has been described by Henry Longhurst as "the greatest one-shot hole in inland golf, with the exception of the 5th at Pine Valley, near Philadelphia." It is 230 yards long and bogey 3

Right: Robin Robson (the professional) and Miss M. Bennett (the daughter of the chairman, Mr. J. W. Bennett)

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Graham Cunningham

From the window of his office overlooking Piccadilly, Sir Graham Cunningham can look down on St. James's. He is retiring on June 30 from the post of managing director of Triplex Safety Glass Co. Ltd., but will remain as chairman of the firm which manufactures the glass, laminated or toughened, to be found in most of the cars manufactured in Britain. Born in 1892, Sir Graham was educated at Bancrofts. He qualified as a solicitor and took his degree at London University just before the First World War. During the conflict he served in the Royal Fusiliers and, when peace came, was made Headquarters Adjutant of the repatriated prisoner-of-war camps at Canterbury. In 1919 he joined the firm of Parson, Lee and Co. as managing clerk and nine months later was taken into partnership. After ten years he left for Triplex, becoming managing director in 1929 and chairman in 1935. With the outbreak of the Second World War he went to the Balkans for the War Office, and during the war years served in various official capacities. He was Chief Executive and Controller-General of Munitions Production at the Ministry of Supply from 1941-46. For his work, Graham Cunningham was made a Knight Bachelor in 1943, appointed K.B.E. in 1946 and given the Medal of Freedom with Silver Palm by the U.S. Government. Sir Graham has been twice President of the Society of Glass Technology, deputy chairman of the Colonial Development and Economic Council, the first chairman of the Dollar Exports Board, and chairman of the Shipbuilding Advisory Committee. He is one of the original members of the Economic Planning Board of the Treasury, a post he still holds. His favourite occupation is gardening at his cottage near Horsham, in Sussex, and when he is in London he enjoys a game of snooker

PROBLEMS FOR AIRPORTS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Two or three months ago, on a flight to Vienna, I was delayed driving out to London Airport and arrived only a few minutes before the scheduled time of take-off. Following the somewhat involved obstacle race of having one's ticket torn out and being given a boarding card, queueing to pay that 7s. 6d. passenger service charge that the airlines object to including in their fares, galloping up escalators and through the numbered lane indicated by the blaring admonitions of the Tannoy, at the pace of an individual in a hurry rather than of one member of a docile, shepherded flock; waiting for the bland young man at a desk to gaze at passport and self, reporting to an understandably flustered young lady, who nevertheless had to keep me waiting five minutes while she found somebody who had car keys and could drive me 300 yards round towards the aircraft which, I was warned, might or might not still be there, of which the documents might already have been "finalised," on which the doors might have been shut, I was at once overwhelmed and slightly impatient with the elaborate care that a modern airline lavishes even upon its most laggard sheep. The plane was there; whatever finalised may mean, it hadn't happened to the documents; one door by the pilot, at least, hadn't been shut; I thanked my breathless escort and was at once harnessed, cosseted, engulfed into the aseptic but comfortable boredom of air travel, in which time is the last thing a passenger need concern himself with.

Such personalia, I admit, form no adequate basis for revising one's views about the smooth efficiency of an airport's operations in "processing," "penning," "shepherding" and "embussing" us between weighing-in and fastening the seat-belt, please; Heath Row should not have to legislate for fools. Yet this scramble did set one fairly frequent air traveller wondering about the degree of efficiency really involved in treating the customer as a sheep; and I have recently been intrigued and impressed to learn that experts on airport operation and organisation seem now to be sharing these doubts. The short-range departures building at Heath Row represents almost the last word in delivering on to aeroplanes the passenger for whom air travel is a relatively new and somewhat intimidating experience.

But as the average passenger moves out of that category into the class (equally liable to be late, equally silly) of being familiar with the drill and impatient to get on the plane, the latest developments in airport building and layout are shifting their emphasis from the conducted tour to the individual passenger finding his way, by the simplest and shortest route, to an aircraft parked as close to the building as is practically possible. This goes for the next stages at Heath Row, as well as, for example, Manchester, Idlewild and Gatwick.

It is in a sense no accident that big airport buildings, the world around, tend to vie with one another in displaying the latest national expressions or extravagances of "functional" architecture; an airport is more dominated by its function than almost any other piece of civil engineering anywhere. In the fifteen to twenty years that really large-scale civil aerodromes have come to be designed, their buildings and their layout have been developing with the growing complexity of that function. A great airport is also, typically, unfinished; the pace of development of air transport is still too rapid to be adequately accommodated in any layout of facilities that seemed right a few years ago, however far ahead the planners tried hopefully to prophesy. At Heath Row, for example, we are still some years away from full development of the terminal area in the centre, which will eventually rescue the long-distance passenger from that ugly huddle of temporary buildings along the edge of the Bath Road. But the new long-distance terminal building being planned will not, in the early stages of operations from about 1963 onwards, be fitted with the pier system for reaching aircraft which it is appreciated the growing traffic may justify a few years after that.

An airport is also the scene of massive business operations and a pretty big business itself. At London Airport, for example, there are some 25,000 people employed on one aspect or another of the operations that at present pass some 4,000,000 passengers through each year, plus 13,000 tons of mail and 70,000 tons of freight. They are employed by various ministries, by well over thirty airlines and about fifty other tenants such as freight agents and catering contractors; about a thousand of them by the Ministry of Aviation which actually owns and administers the airport. In the freight sheds at Heath Row there may be up to £100,000,000-worth of cargo. The aircraft moving through now require something of the order of 40,000,000 gallons of aviation fuels a year. One big transatlantic jet airliner may drink up 16,000 gallons of fuel at a draught. It is not surprising that this airport is one of the first centres of petroleum consumption in Britain large enough to justify pipeline delivery direct from refineries at Fawley and on the Thames Estuary.

It is necessary to distinguish between the vast volume of business done through the airport and the separate business of running it, as a matter of simple economics. The world's airlines are run, at least in hope, to make profits, and from time to time most of them do. London Airport and practically all other major airports round the world do not; whether or not their controllers share the pious hope of Whitehall that "in the long run these ground services ought to become self-supporting," their revenue seldom covers their outgoings. An airport charges aircraft for landing (not for taking-off); it charges rent for the space they occupy in their ground operations; some, such as London and Paris, charge supplementary fees per passenger using the airport; and it gains a very substantial income from ancillary operations such as the lease of concessions for restaurants, parking fees, and shops in the airport concourse.

Even with the steady growth in business passing through, its charges are usually insufficient to deal with its constantly mounting outgoings. The Ministry of Aviation is responsible for about thirty aerodromes in Britain, of which only about twenty have any significant volume of traffic at any time of the year; its estimate on current account for this year is that it will spend about £12,750,000 and draw in income about £7,000,000, showing a net deficit of £5,718,000 on the year.

Those figures represent its current expenses; this year, in addition, the Ministry will be spending about £5,000,000 on new capital investment in aerodromes, including about £1,800,000 at London Airport, £310,000 at Prestwick, and £750,000 as its contribution to the further development of Manchester Airport (which is owned and operated by the city itself). The work at Heath Row is on developments estimated to cost something approaching £6,000,000; when these are completed the airport will have cost some £26,000,000. Capital charges, therefore, rank high in the costs of running an airport; some experts put them as typically about three times as much as the cost of handling all its traffic.

The steady introduction of jet aircraft on to the main routes of the world, so many of which pass through London, is giving the controllers of major airports as many headaches as their night operations give residents nearby insomnia. London, Paris and New York's international airports have runways just long enough to allow aircraft such as the Boeing 707 to take-off; air control facilities are needing development to deal with these faster, higher-flying aircraft which need handling faster and impose peaks of business on all the terminal services; even such items as aircraft towing trucks have to be larger to deal with aircraft weighing say 300,000 lb. loaded. The bigger volume of passenger traffic which these monster aircraft can deliver rapidly and relatively cheaply are once again raising the problem of the distance out to and from airports as compared with the actual elapsed flying time. Though a modern jet such as the Caravelle can fly people from Paris to London in well under an hour, about 40 per cent. of the time the old Heracles used to take before the war, the time from one city terminal to the other is still nearly three hours, against about 4½ hours twenty-five years ago.

Between city and airport, therefore, the demand is for rapid transit services such as the Southern Electric right into the Gatwick terminal—which often means further heavy investment. And the airlines, always under pressure to reduce fares further to develop the surge of mass air travel, are hardly in a position to pay more for their station facilities. Major airports, as we have seen, are big businesses; but while they serve as the point of entry for so valuable a flow of tourist and business visitors, they are likely to remain subsidised ones.

With its new airfield lighting system, supplied by The General Electric Co. Ltd., Leeds/Bradford airport is fully operational by night as well as day. The approach lights at the western end are mounted on poles so that they shine above the trees and houses. The lighting, part of overall improvements at the airport, cost about £20,000

Young rubber trees on a Malayan plantation

TAPPING LATEX

When the rubber tree is about six or seven years old, it is prepared for tapping. Below the bottom end of the cut is fixed a metal spout from which the latex drops into the cup below. The fluid flows best in the early morning: by 11 a.m. it starts to congeal in the cut

Left: A spiral cut is made in the trunk, removing a sliver of bark less than one-sixteenth in. thick

Work starts very early in the day for the tappers working on the plantations in the Federation of Malaya of The United Sua Betong Rubber Estates Ltd. For the latex flows best in the cool hours of the early morning. The men and women muster with their tools and buckets just before daylight. They are allotted their tasks, which may vary from 250 to 550 trees, depending on the age of the trees, height of the tapping cuts to be made, and the terrain. Commonly they use a kind of gouge-like knife, which removes a thin sliver of bark. One of the changes in methods over the years is the emphasis now placed on conserving the bark, since a tree takes many years to renew its outer covering.

After the whole of the allotted task is completed, the tapper eats his or her mid-morning meal while the latex flows down into the special metal cups. Then the tapper goes round the area, pouring the latex from the cups into the bucket. This must be scrupulously clean as latex is sensitive to contamination. The tapper then returns to the collection stations, where the specific gravity of the fluid is recorded. As it flows from the tree, latex contains 35-40 per cent. of rubber, and it is the " dry rubber content " which is used in calculating the tapper's wages. In Malaya he is paid a basic wage which is scaled to the market price of rubber and the cost-of-living index, to which is added a fixed rate for each pound of " dry rubber " brought in. After the rubber has been evaluated, the tapper goes home. He rises very early but his work ends about noon.

The bulk transportation tanks are towed by tractor to the factory, where the latex is either coagulated, rolled into sheets, dried and smoked (to prevent mould), and shipped in bales; or it is passed through separators, like milk churns, to remove some of the water content, dosed with preservative, and shipped as a concentrated liquid. This is used in the manufacture of the natural latex foam for mattresses and upholstery.

Although rubber is employed to-day in complex industrial processes, the method of extracting the latex still depends on the skill of the tapper, as it has always done during the comparatively brief life of the industry since the turn of the century. But in other ways the output of natural rubber is being stepped up to match rising world consumption and to compete with synthetic rubber. New factory plant forms one improvement. Also the plantation industry since the war has been uprooting the trees planted early in this century and replacing them with specially-bred strains which yield four and five times as much of the milky-white latex.

Latex is transferred from cup to bucket

The buckets are taken to the collection stations

When the tapper's latex has been weighed, tested and recorded, it is emptied into bulk transportation tanks

SPANNING THE FORTH

By the end of 1963 the new road-bridge across the Firth of Forth, which is being built at a cost of over £15,000,000, should be ready for use. With an overall length of 5,980 ft., the bridge will be the longest of its kind in Europe, and fourth largest in the world. The aerial pictures on this page show (above) a span being driven out from each bank of the Forth, eventually to meet. (Below) One of the two huge arches which will take the strain of the bridge. The building of the foundations and piers is being carried out by John Howard and Company Limited, and the superstructure of the bridge will be put up by the A.C.D. Bridge Company, which is a consortium of three British firms.

Under construction are the structures forming the water intakes, situated above the Niagara Falls. From them water flows four miles through the two conduits (background)

The difference in altitude between Lake Erie and Lake Ontario is 326 ft., but at Niagara Falls the water drops only 165 ft., since there are rapids above and below the falls. Basically the Niagara Power Project, of the New York State Power Authority, is designed to gain as much advantage as possible from the difference in altitude. Water, taken above the falls through intake gates, will flow four miles across country through two covered conduits, measuring 46 ft. by 66 ft., to the power plant situated three miles below the falls. This comprises the Niagara Generating Plant, which will have thirteen turbine generators and an installed capacity of a little under 2,000,000 kilowatts, and the Tuscarora Pump Generating Plant, with twelve pump-turbines and motor-generators and an installed capacity of 240,000 kilowatts. They will generate the United States share of power from the Niagara and are due in operation next year. Almost directly opposite, the Canadian Sir Adam Beck Plants have been in operation for a number of years. In order to develop as much power as possible the American project is designed with a storage reservoir. Some of the water arriving at the generating plant will be used to produce electricity in the Tuscarora plant. This will power pumps at night and over the weekend to lift water 80 ft. into the reservoir. When power demand is high, this water will flow down again through the turbines. The Power Authority is also carrying out a number of related improvements, including highways and bridges.

Left : Workmen remove loose rock from the rock wall for one of the conduits

NIAGARA POWER PROJECT

The deep canyons excavated out of the rock for the twin conduits

The conduits, their domed tops visible in foreground, are covered over with rock and soil. Also foreground is the Packard Road Bridge

BOOKS

THE BATTLE OF BRITAIN

The Autobiographies of George Sanders and Tyrone Guthrie; this Week's Fiction and Ngaio Marsh's new Detective Story

Someone was saying the other day, and we were all agreeing, that since 1940 there hadn't been a summer like the last one, a succession of flawless, sunny days from spring to autumn. But, as we talked, we recalled that other summer with the whole of this country braced to receive tragic news. Nobody who lived here during it can ever forget the Battle of Britain. It needs no reminders but it does need records and histories and such a one is Mr. Alexander McKee's STRIKE FROM THE SKY (Souvenir Press. 21s.). This is not the first history of that turning-point in all our lives and futures that I have read but it is a competent and thoughtful one. Its peculiarity is that the author has used for the bulk of his narrative, not the relevant documents but the recollections of a long list of witnesses, many on our side and many on the German side. The photographs are admirable and I recommend to you the one between pages 176 and 177, which shows a typical group of the late foe. If one has been on the receiving end of most of it, there can be some poignancy in one's interest in, for instance, a photograph of a Heinkel over the "U bend of the Thames during the first daylight raid on London," or "Night raid on London photographed from a Heinkel . . . the clusters of lights are fires, there is a flash of a bomb exploding. . . ."

A man I know was once nearly thrown out of the Garrick Club for daring to say, at the actors' table of all places, "Actors speak louder than words." Certainly their memoirs, reminiscences, autobiographies, *et al.*, tend to be louder (and sometimes funnier) than most. Not that they are any more egotistical than the average retired general, or that they sublimate the truth more skilfully than ex-diplomats turned journalist, but rather that, as a class, the "poor darlings" are compelled to lead their private lives in public. Take the case of Mr. George Sanders, whose public life has been stamped for many years by so much character-acting in parts which a Frenchman once described as "*très snob, presque cad*" that he has to catch the reading public's eye with a title of MEMOIRS OF A PROFESSIONAL CAD (Hamish Hamilton. 16s.). To which one member of the above-named public might retort that although he calls himself a cad he has never been a bounder. I hope he really wrote the book himself, and I suspect that he did, for it has the natural insouciance and personal integrity which, in his own profession, one always associated with Gerald du Maurier. Mr. Sanders was born at St. Petersburg just before the Revolution. Despite his easy and mordant wit at the expense of his own profession, he seems to believe in two things. One: movie making is an ART, and two: Mr. Somerset Maugham's views upon art should be taken seriously.

Mr. Tyrone Guthrie has also been an actor —most famous producers do start that way.

MISS FLORA ROBSON, the actress, was made a Dame of the British Empire in the Birthday Honours. She is appearing in *The Aspern Papers*, the dramatisation of a story by Henry James, which is at the Queen's Theatre

His autobiography, A LIFE IN THE THEATRE (Hamish Hamilton. 25s.), is decorated with an encomium by Mr. Noël Coward: "Informative, witty and unpretentious." And who would wish to disagree with the Master? Those of us who have batted around the theatrical environs for a decade or so will remember Mr. Tyrone Guthrie's first big success, i.e., in terms of the commercial theatre, as the production of Mr. J. B. Priestley's *Dangerous Corner*, a play which is still thought of as one of the best of our times. It is very interesting, therefore, to note that Mr. Guthrie now regards it as "a highly ingenious piece of construction but not very much content. Like the musical cigarette-box which was one of the props whose use its plot requires, it was a beautiful but perhaps rather trivial mechanism." We are all accustomed to those actors and actresses of the "nobody-on-the-stage-but-me" technique, but it is something new to discover that the man who directs the moving of a musical cigarette-box around the stage can make a triviality into a great play. Things began to build up for Mr. Guthrie when, in 1945, he went to New York, where they call producers directors and where they practise their art more fearsomely and vociferously than they are allowed to do in Shaftesbury Avenue. His training in the Old Vic gave him authority and his natural talent won him a place at the top which he has filled with distinction.

Fiction this week is represented first of all by Mr. Elleston Trevor, who has written THE BILLBOARD MADONNA (Heinemann. 16s.), by any reckoning a very odd novel, since Mr. Trevor, a noted English author, has chosen to write not only about the American advertising business, which is a fairly promising subject, but to write his story as nearly as possible *in* American. Now I submit that this is a near impossibility for someone who has not spent the greater part of their life in that country, no matter how quick their ear or how perceptive their reactions. Anyway, this is what Mr. Trevor has undertaken, and it

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Life in Russia behind the smiling official face of propaganda is always intriguing to Western observers. For this reason any book which comes out of the U.S.S.R. has its fascination, whatever qualities it possesses. LIFE IN THE TWENTY-FIRST CENTURY (Souvenir Press. 21s.), edited by M. Vassiliev and S. Gouschev, is a series of chatty interviews with twenty-nine Russian scientists. Obviously enough, there is little new information about technological progress in Russia. But there are some interesting sidelights. For instance, in the chapter on Moscow in the next fifty years, there is mention of building satellite towns and providing green belts. And in the chapter on travel, the belief is put forward that Russian railways of the future will have even wider gauge lines than at present. Such statements have a fusty air about them; they lend credence to the view that while in some directions, e.g., space research, Russia is extremely advanced, in most others it is still trying to catch up with the West. Throughout the book runs a thread of envy for the affluent society of the United States. In places it sounds as improbable as some science fiction, and is about as reliable.

AMERICAN ROUNDABOUT (Robert Hale. 18s.), by Doris Nelson, points the contrast between the United States and Russia. This is a record of a long tour made by an English woman. It has the bright, gossipy style of an illustrated lecture

CONTRASTS IN CIVILIZATION

In Russia, the U.S. and Britain

given to one of the innumerable women's organisations in the U.S. Miss Nelson's journey took her from New York, south to New Orleans, then across to Los Angeles and back via Denver and Chicago to the Eastern seaboard. Indefatigably she records the sights and people she met, the variety and independence of the many races that have gone into the making of the American nation.

A different kind of journey is the theme of VOYAGE IN A BOWLER HAT (Hutchinson. 21s.). The story of a voyage across England and then to Wales and Ireland by canal in a converted 16-ft. dory, is told by the author, Hugh Malet, with a nostalgic charm and humour. His descriptions of journeying through the countryside have some of the unhurried delight of Kenneth Grahame on the open road. Mr. Malet managed to visit a great number of canal-side pubs, whose denizens he depicts in a series of thumbnail portraits. One of the many intriguing items of information in the book is that an "idle and inquisitive person who stands staring for prolonged periods at anything out of the common" is known to the canal folk as a "gongoozler." For such people this book will prove a delight.

One of the pleasures of walking round London is the discovery of the blue plaques placed on the walls of houses in which famous people have lived. They record simple testimonies to past glory, such as "Sydney Smith—author and wit." Charles Richard Cammell, in THE NAME ON THE WALL (Arthur Barker. 25s.), has made a selection of famous homes in London, giving easily-digested biographies of ten artists and poets and their dwelling-places. It is perhaps a pity that the author has chosen those who are so famous that there is little new he can say about them. This is with the exception of the Victorian artist, Lord Leighton, whom he wishes, over enthusiastically, to rescue from the dusty vaults of English galleries.

Finally, in THE GREAT TERESA (Chatto and Windus. 21s.), Elizabeth Hamilton has written the biography of the sixteenth-century Spanish woman who was canonised within forty years of her death. By travelling in the footsteps of Saint Teresa, Miss Hamilton has been able to describe not only the character of this extraordinary person but also the harsh setting of her life. Richard Crashaw provided the key to the saint's life with his famous description of her youthful resolve to become a missionary—"She 's for the Moors, and martyrdom."

J. W.

says a great deal for the strength of his plot that he has, to a great degree, brought it off. A New York advertising agency of repute has, as its biggest account, a contract with a firm of car manufacturers At the same time they undertake a big campaign on a nation-wide basis for safety on the roads. The two projects are held, by the car people, to conflict and there is a duel on the level of power politics between them, the whole issue complicated by highly personal tragedies involving hit-and-run drivers. Dramatic and well told, as always with Mr. Trevor's work. But I still wish he had refrained from those uneasy Americanisms.

Dr. Phyllis Bentley has had a magnificent idea for her volume of short stories, KITH AND KIN (Gollancz. 16s.), in relating them all to purely family situations. Her setting, with one dramatic exception—and I choose my words carefully—is the West Riding of Yorkshire, the region which Dr. Bentley knows deeply and well. Of the nine tales, eight are concerned with close family relationships and, more than this, with that particular characteristic of Yorkshire life whereby a man, or a woman, would rather suffer years of public criticism or private misunderstanding than make their own motives clear. The ninth story is a little beauty, again about a family who lived only a few hundred miles from Yorkshire, and I don't propose to spoil it by giving away the shock tactics of its final line.

And so to a very, very good thriller indeed, Miss Ngaio Marsh's FALSE SCENT (Collins. 12s. 6d.), which has a background of the highest theatrical society in London and is almost impossible to fault. Recommended with all enthusiasm.

Vernon Fane

"AS SHEEP TO THE SLAUGHTER"

Albueras have not been uncommon in our military history. Mons was a "soldier's battle" in a sense that Corunna was not. Moore knew what he was about, French did not, nor, until the Marne was reached, did Joffre. The glories of the retreat belong not to commands and staff but to that lost generation that stood and fought and died. The prose of action employed by a skilled hand is the finest prose, and in MONS by John Terraine (Batsford. 21s.) we get it and appreciate it. This is a brilliant, moving and valuable new analysis of the first phase of the 1914 War and of the characters of the Allied War leaders, impartial and unsensational, gripping and convincing. It was a game of blind man's buff played with the lives of the flower of three armies. For the German High Command were as deficient in Intelligence service, as prone to rumour and panic as were the Allies. French's "eyes" were his cavalry and a dozen or so "flying bicycles," and if any information came in, it was usually disregarded. Joffre was committed in advance to a programme of revenge for 1870, with some of the methods of 1870, and French was hampered by contradictory orders from Kitchener. Long ago, Ludendorf himself made clear that it was blind man's buff for the Germans also. From this book, Joffre comes out best. When he saw the light at last, as von Kluck's uncontrolled manœuvre gave him his chance, he galvanised the Allies into action. The other heroes of the piece are Smith-Dorrien and Franchet d'Esperey and an uncountable number of junior officers and privates speaking three languages. The mutual dislike shown by French and Lanresac is ancient history confirmed in detail. Lack of efficient communication and interpreters, even between Headquarters and Headquarters, increased the shambles of the retreat. Sir John French comes very badly out of it and his own post-war memoirs look even uglier than they did. Henry Wilson's reputation for clear-sightedness sinks lower still. Many vital lessons of war were learned at the cost of so many splendid lives. One stands out above all others: if Allies fight side by side, there must be one supreme commander with supreme direction. Joffre and Eisenhower had one great virtue in common: patience to compose the quarrels and jealousies of allied commands and to enforce a united effort.

John Gore

THEATRE

By-play in a Jewish family in the 1930's. From left are Ruth Meyers, David Saire, Frank Finlay and Kathleen Michael

CHICKEN SOUP WITH BARLEY

at the Royal Court

The play forms the first part of the trilogy by the young dramatist, Arnold Wesker, about the life and beliefs of an East End Jewish family and their friends from the 1930's to the 1950's. The second play, *Roots*, starts at the Royal Court on June 28 and the third, *I'm Talking About Jerusalem*, on July 27. The theme of the trilogy concerns various attitudes to Socialism, and *Chicken Soup With Barley* shows first the family full of enthusiasm for Communism in the 1930's and then, in post-war Britain, their bitter sense of disillusion. All told, the plays are a study of our changing times.

Left: Mother and son—
Kathleen Michael and David Saire

BENJAMIN BRITTEN'S NEW OPERA *at the Aldeburgh Festival*

In a scene from *A Midsummer Night's Dream* in the Jubilee Hall are Johanna Peters as Hippolyta and Forbes Robinson as Theseus. There was a gap of nearly six years between Benjamin Britten's last opera, *The Turn of the Screw*, and his new work. For this reason and because of the challenge of setting Shakespeare's comedy to music, the première was a great musical occasion. By all accounts, the opera should add to the composer's already great reputation. Among those taking part are Peter Pears, Alfred Deller and Owen Brannigan.

WOMEN IN BUSINESS

ELEANOR MACDONALD

The merchandise manager for a chain of shops in West Africa is interviewed by ***Josephine Parfitt***

One of the most fascinating senior posts in the mighty Unilever group of companies is held by a woman whose job it is to sell millions of West Africans all the material trappings of a higher standard of living. She is Miss Eleanor Macdonald, a beautiful, ebullient woman aged 50 who was appointed last year as merchandise manager of the Kingsway chain of shops and department stores operated by the United Africa Company in Ghana, Nigeria, and Sierra Leone.

In spite of the rapid pace of social and political change, these are countries where, in Miss Macdonald's words, " open drains and television aerials still exist side by side." Nevertheless, the number of educated West Africans who can afford to indulge their lively interest in Western-style accessories to modern living, is growing fast. Of a total population of some 42,000,000 in the three countries, Miss Macdonald reckons that about 5,000,000 are her customers, or potential customers—the more sophisticated, emancipated African women who look to the department stores to keep them in touch with the latest trends in fashion, beauty, home furnishing and worldly goods in general. And her merchandising

Miss Macdonald at work during her recent visit to Kingsway, Accra

operation is aimed at providing these up and coming members of inquisitive, acquisitive African society with the kind of goods that accord with their climate, the colour of their skin, and the customs of their country.

The largest of the Kingsway stores, employing 800 people, is in Lagos, there is another at Accra and a third in Sierra Leone. The shops —larger versions of the type of village grocery store that supplies everything from a pound of sugar to a packet of pins—are spread fairly liberally throughout the three territories, and the company plans within the next few years to convert three of them (two in Nigeria, one in Ghana) into department stores. In catering for the African section of their buying public, Miss Macdonald thinks it important to aim high: to " trade up," in commercial parlance. " I hope to offer the quintessence of all that is best in British design," she says. " It has taken us a long time to reach our present stage of aesthetic development in house furnishing, furniture, fashion, and the rest. I hope we can help Africans to avoid some of the mistakes we have made on the way. They have the money, they are going to take their place in the world. It is up to us to show them the things worth pursuing; to open the door, design-wise, to the things that are really worthwhile."

Recently she sent out to the stores in Accra and Lagos a carefully selected exhibition of some 300 items from the Design Centre in the Haymarket, ranging from clothes and crockery to tools. It proved a tremendous attraction, and she followed it up in May with a promotion of Italian fashions, furniture, jewellery and other merchandise. " There were very good reasons for choosing Italy," explains Miss Macdonald. " The brilliant, sunny climate of living there is not dissimilar to the sparkling atmosphere of the West African coast. And whereas dim muted shades are no good at all in the brilliant light of Africa, those vivid Italian colours, lemon, tangerine and turquoise, look simply marvellous. Italian ideas on home decoration are popular too, because they fit in with the verandah-style life of Africa. And, of course, Italy's designs are so outstanding."

This emphasis on the importance of good design extends to advertising. Miss Macdonald showed me some sketches she had commissioned to illustrate a series of advertisements on jewellery, cosmetics, fashion and furnishings. The sketches were a good deal more elegant than many one sees in London store advertising. " Some people might think I'm going a bit too far too fast," mused Miss Macdonald. " But I think it's always a good principle to aim high." It is a principle that has taken her a long way up the business ladder since the days before the war, when she ran a fencing school with her brother near their home in Croydon and worked as a freelance journalist specialising in fencing and beauty culture. During the war, she worked in the Censorship Department, helping to co-ordinate British and foreign methods, and at the same time developing a great many personal thoughts on social problems and the problems of working with, and for, people. Characteristically, she wanted to test these ideas against academic principles, so she took a degree in sociology at the London School of Economics. Not long afterwards, in 1945, she found herself testing them in practice as staff controller of the 2,500 women employed in Selfridges.

Two years later, she joined J. and E. Atkinson Ltd., the Bond Street soap and perfumery house, where she was offered a job that enabled her to apply in the most practical way her ideas on a subject which had interested her ever since her freelancing days. The cosmetics produced as a result of her research into women's skin needs, combined with her championship in the Press of good grooming as an aid to confidence and poise, soon made an impact on the credit side of the firm's balance sheet. " It was Eleanor who put Atkinson's on the map," says a colleague. Five years after joining the firm she was made a director. One of her most remarkable achievements was the introduction of beauty treatment for mentally sick women. This experiment, introduced in 1957 at the Goodmayes hospital in Essex, had so bracing an effect on the patients' morale that the scheme was later extended to several other mental hospitals. Miss Macdonald needed all her considerable tact, humour and charm to see this idea put into practice, for there was a good deal of opposition at first from some of the medical authorities.

Twelve years at Atkinson's, added to her previous experience, gave Miss Macdonald an unrivalled knowledge of what are called " women's interests," but when she was appointed to her present post she knew little of African women. Since then she has spent ten weeks touring the countries served by the Kingsway stores, meeting staff as well as talking to schools, colleges and groups of West African wives, who bombarded her with questions on fashion and furniture, hair-styles, flower decoration, household gadgets and careers for their daughters. She was impressed by their thirst for knowledge of " all these things that we in this country take for granted," and by their warmth, spontaneity and exuberance.

These are qualities she shares with them. Not satisfied with getting to know West Africa only on her annual tours of duty, she holds regular tea parties at her London headquarters for West African women studying or staying in Britain. Guests who begin by being tongue-tied soon blossom into chatter-boxes under her friendly persuasion, and engage in animated discussion of the latest shade of lipstick or brand of spiced sausage destined for the countries they come from. Miss Macdonald has the kind of integrity to make of such an occasion, as she makes of her job, an operation that is commercial without being in the least vulgar, or condescending, or hard. If West Africa is going to have an acquisitive society, it would be hard to imagine a woman better fitted to help deliver the goods.

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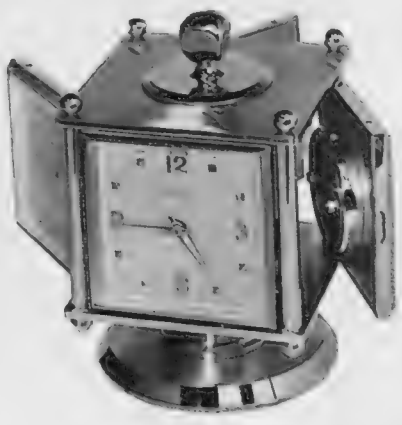

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MOTORING

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BY "THE SPHERE" MOTORING CORRESPONDENT

It's sad to see Britain's old car firms going out of business. First we have Daimler swallowed up by Jaguar. Then we are told no more Armstrong Siddeley cars will be built. All in the space of a few weeks. These are companies which have been in the car-building business for a very long time: Daimler since 1896, Armstrong Siddeley since 1902. Right to the end they are enjoying world-wide fame for the quality of their cars. Over the years they have done much to enhance Britain's engineering prestige.

Why, then, are they going out of business ? I suppose the simple answer is that they have been living too much in the past. They rested too much on their laurels and failed to adapt themselves to motoring's changing needs and to the inexorable development of production methods. They catered for a specialist field so narrow and so hag-ridden by purchase tax that they had too little room for commercial manoeuvre. They went on building cars for rich men when there were too few rich men left. They allowed their products to become out-of-date in appearance and in other ways. They failed to measure up to the fact that the big mass-production factories have been turning out cars which for a much lower price look more modern and have a performance almost as good as that of the high-priced specialist cars we are discussing.

We all thought that when Mr. Edward Turner was put in charge of the B.S.A. automotive division the cars with the famous fluted radiator would get a new lease of life. The new V-8 Majestic and 2½-litre V-8 sports car seemed to be a step in the right direction. Edward Turner, alas, was given too little time to do the near-impossible. While deploring the end of Daimler as an independent manufacturing unit no one can fail to admire the genius of Sir William Lyons, the Jaguar chief, who has come a long way since he built sidecars in Blackpool.

The Government would not let him expand his Jaguar car plant in Coventry so he looked around to see what existing factory he could take over in that overcrowded city. In acquiring the Daimler premises, " five minutes down the road," he has doubled his factory space. It seems likely that production of the current Daimler models will be tapered off, but I should be surprised if Sir William does not perpetuate the names of Daimler and Lanchester (absorbed by B.S.A. a long time ago) in his future Jaguar range. It seems probable, too, that Sir William may make some use of the silky 2½-litre V-8 engine designed by Edward Turner for his SP250 sports car and other projected models. The future of the Armstrong Siddeley has been uncertain for some years and in recent months production of the two versions of the Sapphire averaged only about twenty a week. I have just been going through a list of old British cars that are no longer in production. It is a joyless, nostalgic experience.

Let us, however, sound the ghostly roll-call .... Jowett, Lea-Francis, Lanchester, Swift, Bayliss-Thomas, Bean, Belsize, Clyno, Crossley, Star, Napier, Invicta, Gwynne, and Calthorpe. Nor does the list end there. Other famous names live on in the catalogues of the Big Six. Among them are M.G., Wolseley, Riley, Singer and Sunbeam. Some models have come so much under the influence of the new, money-saving rationalisation cult that they are merely thinly-disguised variants of other models with different names. Like the Hillman Minx and Singer Gazelle; and the B.M.C.'s 1½-litre " Farina " range. In this day and age it is surprising to find so many independent firms still building cars and presumably making profits. In the forefront are firms like Rolls-Royce, Rover, Aston Martin, A.C., Morgan, Jensen and (newest recruit) Lotus. Other old names still in the price lists but with a limited output are Alvis, Bristol, Allard and Frazer-Nash.

I have just realised that in the list I gave just now of marques, dead and gone, I failed to include some famous Scottish cars. I must repair the omission right away to prevent an avalanche of indignant letters from Scottish readers. So let us now pay respectful tribute to the memory of Argyll, Arrol-Johnston and Beardmore.

Viewed against the background of what has just happened to Daimler and Armstrong Siddeley there is special topicality in an appeal which has been made by Lord Montagu of Beaulieu whose National Transport Museum in Hampshire attracts thousands of pilgrims every year. Lord Montagu wants to set up a comprehensive transport library at Beaulieu with an expert staff and controlled by a trust. He would like to receive, as gifts or on loan, old motoring books, catalogues, maintenance manuals, photographs and so forth. He proposes to open the library free of charge to the general public for research and information, carry out a research programme under the museum's curator with a view to publishing at least two books a year and to award scholarships to students of motoring history.

I have recently driven a Hillman Minx with Easidrive automatic transmission for several hundreds of miles on the Continent and I want to place on record the fact that the robot gear-box gave no trouble at all and contributed greatly to the pleasure of my trip. I grew quite fond of this automatic Minx, which has finally shattered any remaining doubts about the ability of a 1½-litre engine to cope with a self-changing gear-box. With my Minx changing gear itself under the dictates of speed, load and road conditions, I was able to keep both hands on the wheel all the time and this in itself makes the Easidrive Minx a safer car to control. When you get to know how to handle the throttle (and that doesn't take long) gear changes are made with remarkable smoothness. Changes are sometimes accompanied by a fairly loud click from the gear-box but this soon ceases to be disconcerting when you realise it is natural.

By having Easidrive you pay the penalty of having only three instead of four gears. Frankly, there were times when I could have done with the normal third gear—one down from top, I mean—but on the whole the ratios of the Easidrive system have been well chosen.

The system, designed and made by Smiths, the instrument people, uses couplings of magnetic powder which " freezes " solid when the drive is taken up. There are no power losses. How quickly the car changes up from bottom to second and from second to top depends on the throttle opening. With a light throttle you find yourself in top gear at about 30 m.p.h. You can over-ride the robot brain of this cleverly-designed gear-box and get a lower gear at will either by kicking down on the throttle or moving the control lever from the D (drive) position to 2 (intermediate gear). Overdrive costs £125 extra (£88 plus £37 purchase tax) on both the Minx and Singer Gazelle.

The German Borgward company, I see, have adopted another British system of automatic transmission—the Hobbs Mecha-Matic —for their 1½-litre Isabella range. It is a four-speed, epicyclic gear-box, with hydraulically-operated clutches and brakes.

Although it fits into the boot of a car, this lightweight, compact inflatable hut, made of nylon, measures 12 ft. by 12 ft. by 7 ft. 6 ins. high, when it is inflated. This can be done in under two minutes by means of a pump working off the car's battery

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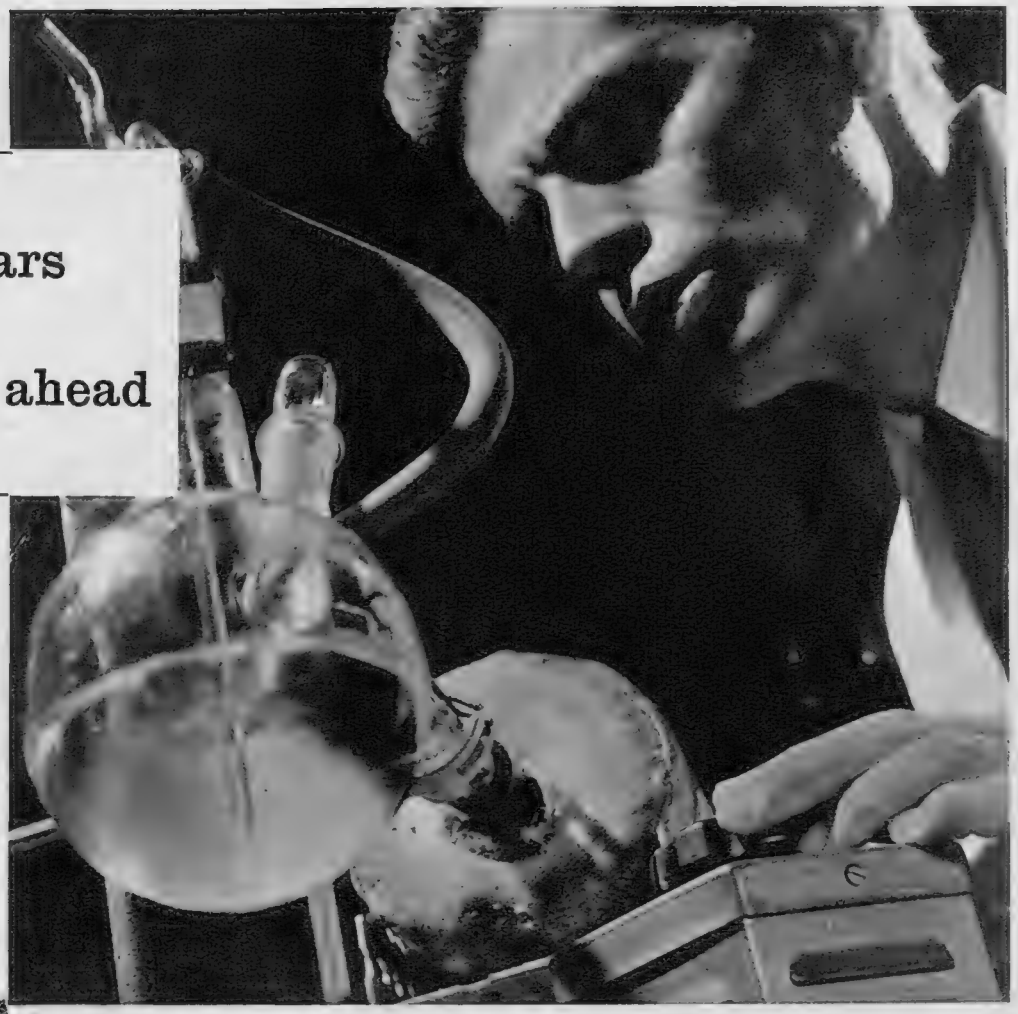

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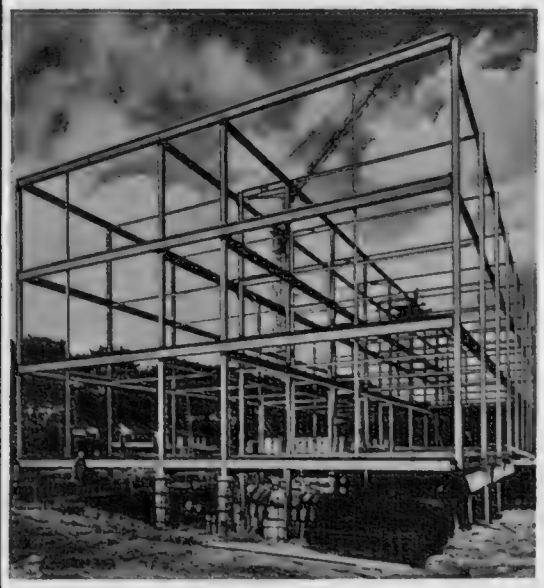

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Geoffrey Household
has written his most exciting novel since 'Rogue Male.' The story of a man-hunt, set in the English countryside, it has just been published (15/-) and is entitled **Watcher in the Shadows**

MICHAEL JOSEPH

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 13-15, John Adam Street, London. W.C.2, and Printed in England by MARTLET PRESS LTD., 88-90 Old Kent Road, London, S.E.1. SATURDAY, JUNE 25, 1960. Second-Class Postage paid at New York, New York.

The Queen and the Duke, having passed through the Norman Gate at Windsor, walk in procession to the Chapel for the Garter service

The Queen and the Duke of Edinburgh approach the entrance to St. George's Chapel

On Monday, June 13, a blustery day with the sun shining brilliantly from a cloudy sky, the Knights of the Most Noble Order of the Garter held their annual service in St. George's Chapel, Windsor. With the Sovereign of the Order, accompanied by the Duke of Edinburgh and other members of the Royal Family, they walked in procession from the Castle to the Chapel to witness the installation of four new Knights Companions. Earlier, at a Chapter of the Order held by the Queen in the Throne Room of the castle, Her Majesty had invested the new knights with their insignia. Among the knights who attended the Chapter were three former Prime Ministers—Sir Winston Churchill (who later drove to the chapel), Sir Anthony Eden and Earl Attlee.

GARTER PAGEANTRY

On the following pages we reproduce in photogravure colour a further picture of the Garter ceremony pageantry. This is the first occasion that The Sphere *has published a news picture in colour within a short time of the event taking place. Because of the installation of the very latest plant at our new printing works, it has been possible for us to print rapidly and to maintain our high standard of colour reproduction. We hope to repeat this innovation from time to time in future issues.*

The four new Knights Companions. They are (foreground) the Earl of Radnor and Lord Digby; and (behind) Sir William Slim (the former Governor-General of Australia) and the Duke of Northumberland

The Queen Mother is accompanied by the Duke of Gloucester

KNIGHTS OF THE GARTER

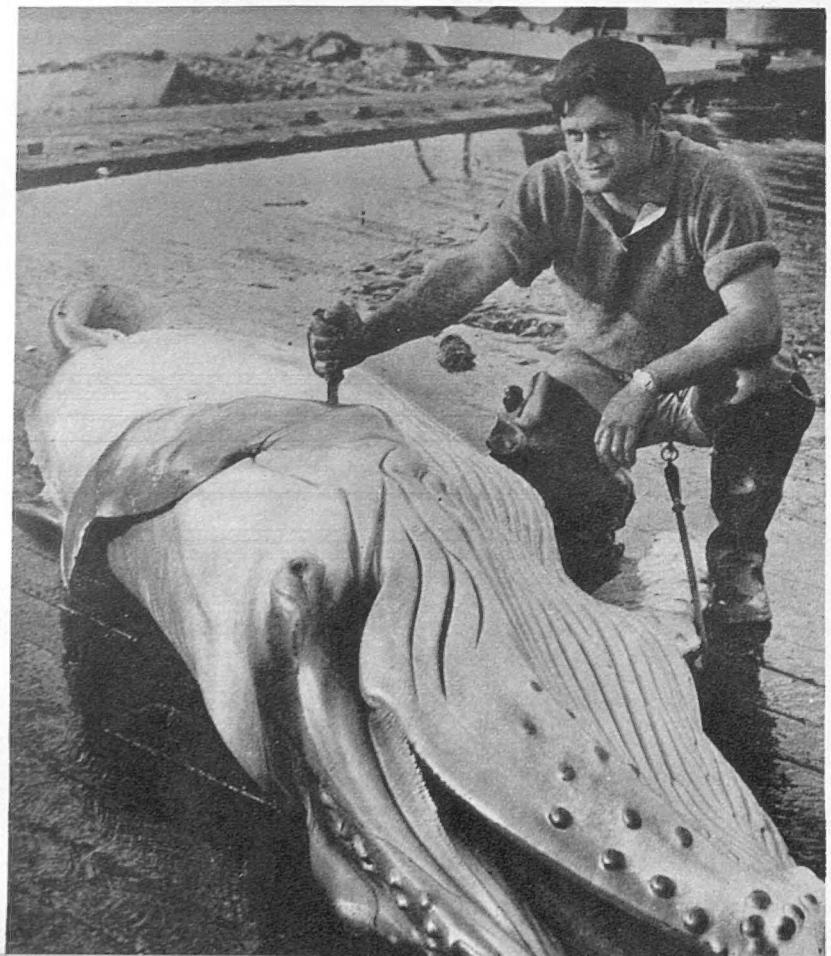
The photograph, taken on Monday of last week from the roof of the guardroom, shows the Royal procession in the Lower Ward of Windsor Castle, just before turning towards the west entrance to St. George's Chapel, part of which is seen on the left. In the background is the Round Tower of Edward III with the Norman Gate a little to the left. Immediately behind the Kings of Arms and Heralds are the four new Knights Companions. They, in turn, are followed by the other members of the Order, including Queen Elizabeth the Queen Mother (a Lady of the Order) and the Duke of Gloucester. Then come the Officers of the Order who are walking immediately in front of the Queen and the Duke of Edinburgh. At the rear of the procession is a detachment of the Queen's bodyguard of the Yeomen of the Guard. Lining the route are troopers of the Household Cavalry. After the procession had passed through the horseshoe cloister a fanfare of trumpets was sounded as the Queen made her way to the west door of the Chapel. Inside the Chapel at the service of installation, the four new knights were conducted to their stalls, above which were their armorial banners.

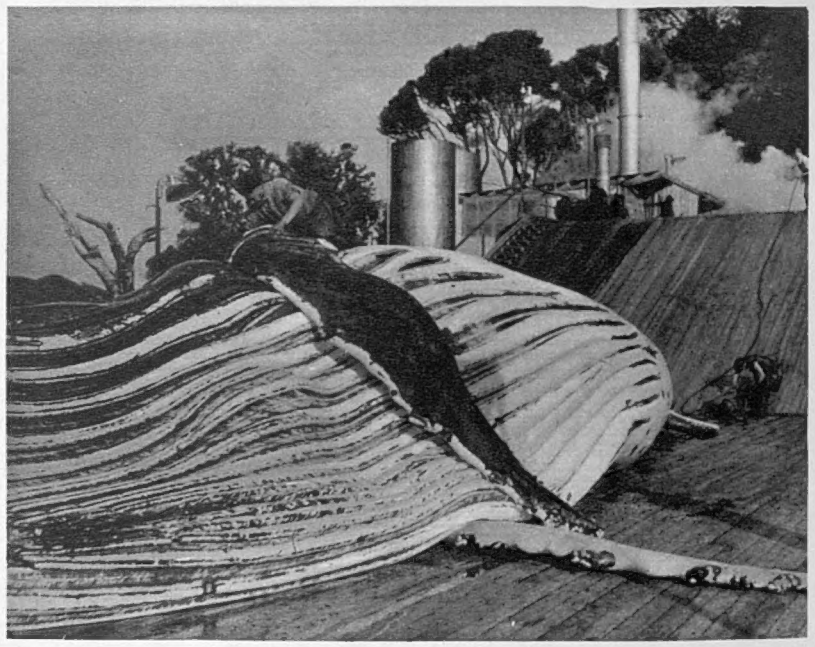
A 46 ft. humpback whale at Great Barrier Island, off Auckland, New Zealand

TOO MANY WHALES . . .

Schools of whales, numbering between fifteen and twenty, have been reported by whalers operating in the Hauraki Gulf, off Auckland in New Zealand. In one day over fifty whales were seen from watching stations in the area. But the whalers, who are based on Great Barrier Island, in the Gulf, have been set a problem by the large numbers of the whales. The facilities at hand are not sufficient to cope with all the whales which could be caught. In thirty-six days, it is reported, forty-five whales were caught, but with better processing facilities more than double this amount could have been dealt with. The company concerned hopes that by expanding the plant it will be able to handle about 150 whales in a full season, which lasts from the beginning of May until the end of October.

The whales caught in this area are humpbacks, a black species which can grow to 50 ft. in length, with an oil yield which varies from one to twelve tons, depending on the individual mammal. The humpback, which is sometimes seen off the coasts of Scotland and Ireland in the summer months, is so called because its back fin is mounted on a prominence.

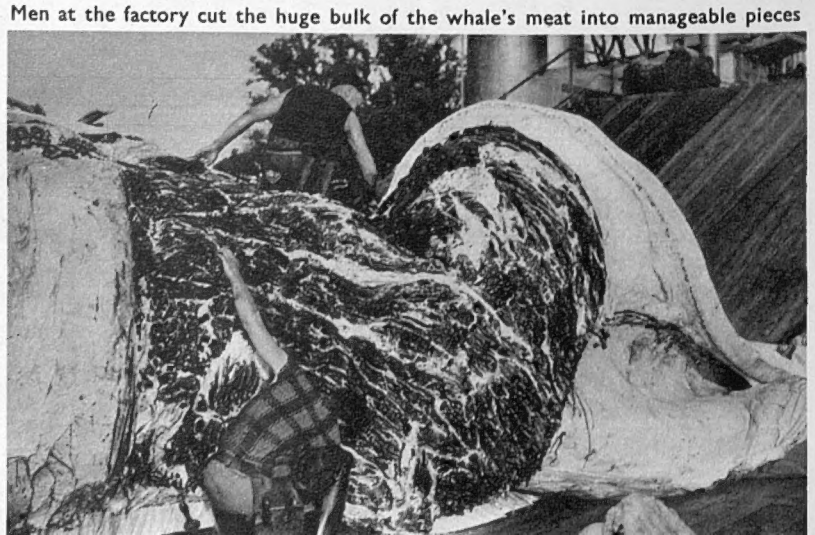


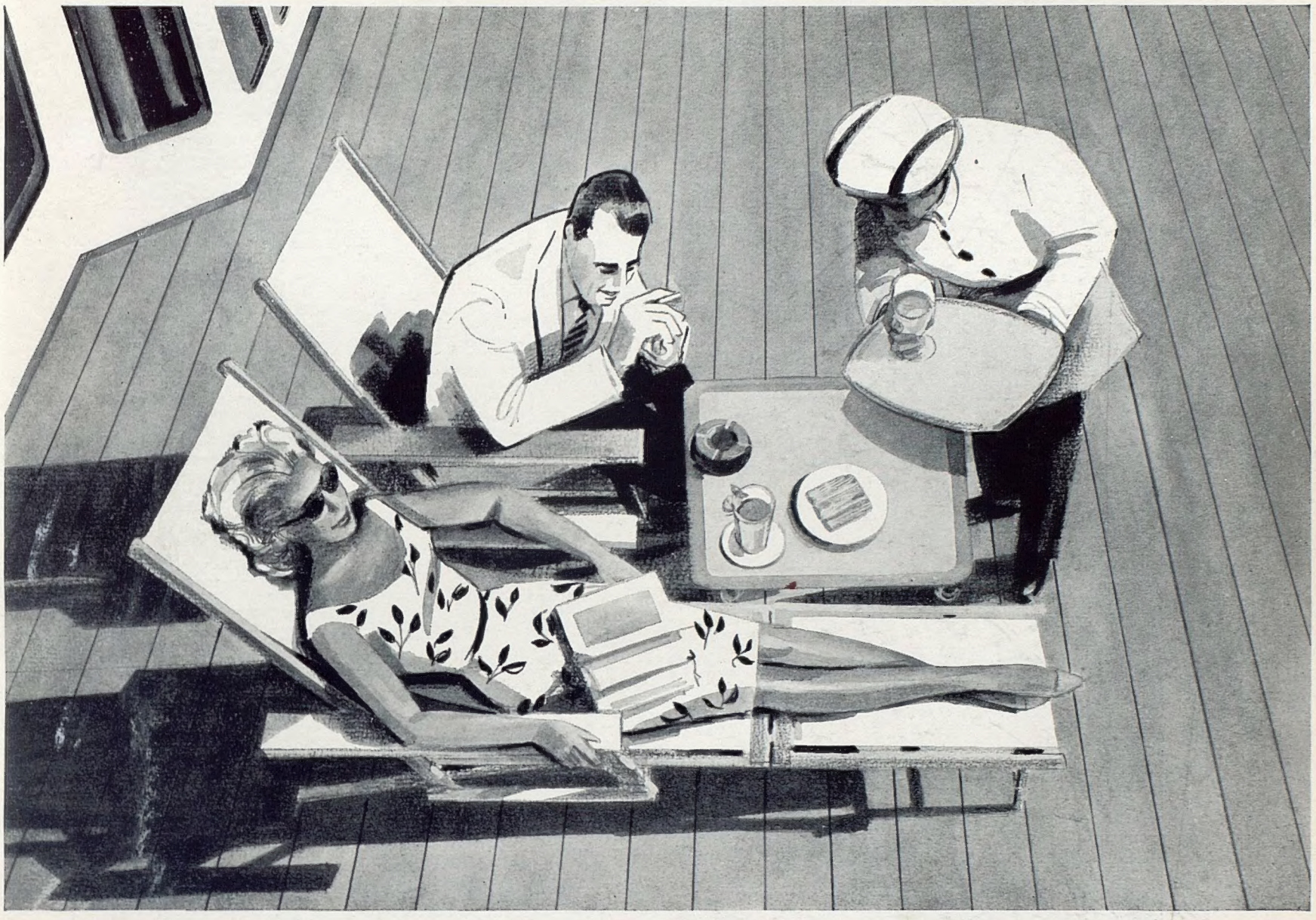


The carcase of a whale, showing the meat, after the blubber has been removed

Left : This embryo whale was discovered inside its mother by the whalers

Men at the factory cut the huge bulk of the whale's meat into manageable pieces





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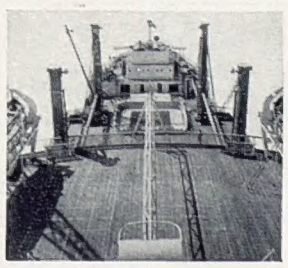
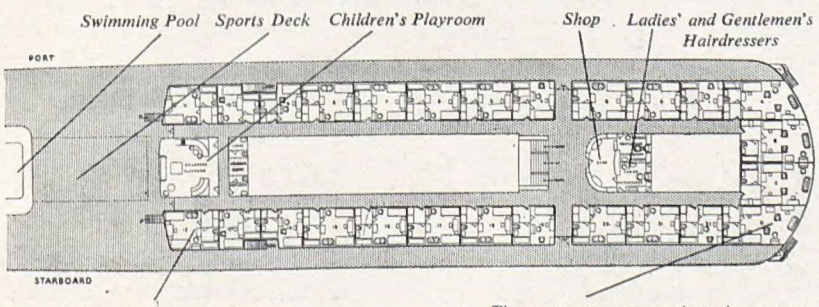


The Sports deck on the "City of Port Elizabeth": all "City" class passenger ships on the South Africa run have a swimming-pool, drawing-room and library.

"A" DECK ON A "CITY" CLASS SHIP



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